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## American Railroad Journal.

New York Saturday, September 5, 1868.

### The Steel Capped Rail.

The destruction of iron upon railways is enormous, and the cost of upholding the rails is the great drawback upon the profits and earnings of the railroad stockholders. Motives of economy as well as of safety are constantly urging railroad men to look for something better than the common T rail which is the best that was known until a recent period. Steel rails have been tested here and there as a matter of experiment, but not with satisfactory results. The cost is double that of iron, and when no longer useful as a rail the material is of little use for other purposes. It is wholly wasted. Steel rails are sometimes brittle, and in countries where the temperature runs low in winter they are quite as liable to break as iron.

Then what is to be done for rails? If what has already been invented will not present sufficient advantages to enable it to supercede the rails in present use, then ingenuity must be further taxed and continue to be taxed till it does yield what is demanded. We are persuaded that a rail has been invented that will meet the want in most or all respects. It is the Duplex Steel and Iron Rail, invented by our townsman, J. L. Booth. Mr. B. has an establishment for the production of this rail at Brighton village, three miles east of the city and at the junction of the two branches of the Central Railroad leading eastward. Here, at an expense of \$15,000 or more, a building has been erected and supplied with the requisite machinery for compounding and finishing this rail. Curiosity led us recently

to visit this establishment, and the undertaking was amply repaid by what was exhibited.

Mr. Booth's rail is nearly in the form of a common T rail. The bottom, upright standard and a small head is made of iron; over this head is laid a cap or tread-piece of steel, which forms the face of the rail, and is held in its place by clenching the head under on either side. These steel caps are rolled into place when the iron rail is cold, and are as firm as though the rail was one solid piece instead of two. If the caps are laid loosely upon the rail, experiment has demonstrated that the tread of the car wheels will in a short time make them tight. The iron rails and the steel caps are brought here from the factories and put together at the Brighton establishment, and the rail is finished ready for use. The bars are put into acid and the scale removed before they are put together. The ends are then ground and made true, thus producing a finished rail.

But in rails as most all else, theory is of little use without practice. This rail appears to be what is wanted, but will it stand the test of use? Some eighteen months since a couple of these rails were laid in the Central track near State street, where they would be subjected to much use. They are to-day apparently as perfect as when first laid; while the opposite rails of iron have been four times renewed. A similar experiment was made on the Lake Shore track at Buffalo with similar results. The caps of these rails are not laminated, and the ends are not flattened or depressed. Such results, with such tests, would seem to settle the question as to the value of this rail.

The economy of this rail is found in its long endurance. That it will wear five or ten times as long as the iron rail is already proven, but to determine how long it will last is impossible till years have passed away in making the test. Assuming that these steel caps may wear out at some day however distant, the iron part of the rail, the body, will be sound and fit for a new cap of steel, or if abandoned for rails it may be remolded under the hammer and rollers, into other forms while a steel rail cannot.

The cost of this rail is about fifty per cent. above that of iron, while all steel rails cost about one hundred per cent. above iron.

Viewed from the point of safety to the public, this rail must commend itself, for it is not likely that from frost or other cause, the iron body and steel cap would break at the same time or at the same place. If either broke, the other would sustain the car and keep the track in place.

Mr. Booth is turning out a quantity of these rails to fill a contract with the Central Railroad Company made last year before he had erected his works, but after the experiments made by that company had justified them in the opinion

that it would be the best rail yet invented. Some of the most prominent railroad companies in the United States have signified a desire to introduce this new rail, and the facilities for making it will doubtless be largely increased, as they may be in a short time.—*Rochester Union.*

### Chesapeake and Ohio Railroad.

At a meeting of the Commissioners of the States of Virginia and West Virginia at Green Briar Springs, West Virginia, on the 29th ult., a contract was concluded with the Virginia Central Railroad Company, by which that company, in consideration of a free gift of the State works on the Covington and Ohio line, agreed to complete the line of the Railroad from its present terminus at Covington to the Ohio River, making a total distance of 429 miles, with a branch line to Point Pleasant, 40 miles. The title of the Virginia Central Railroad Company by the Merger has been changed to the Chesapeake and Ohio Railroad Company. Operations will be commenced immediately, and the road will be completed in three years.

This is one of the most important railway enterprises on the American Continent, inasmuch as the line occupies the only remaining eligible pass across the Alleghany Mountains. The Baltimore and Ohio Company and the Pennsylvania Company control all the other passes. The Chesapeake and Ohio line is the shortest route from Chicago, St. Louis and Cincinnati to the Atlantic seaboard, and owing to its lighter gradients and longer curvatures has greater advantages for speed and economy of traffic than any line south of the New York Central, and it has advantages over that line, for the reason that the moderate climate of Virginia renders the working expenses and maintenance of way much less.

### Exeter (N. H.) Railway.

A meeting of the corporators of the Exeter Railway was held at Exeter, N. H., on the 15th ult., at which the act of incorporation was accepted, and the following board of directors chosen: J. H. Butler of Nottingham, Stephen Kendrick of Franklin, Thomas J. Clark, of Salisbury, Albert Currier of Newburyport, W. A. Currier, N. G. Gilman and Nathaniel Gordon of Exeter. The route as projected will connect Amesbury and Salisbury with Exeter, and extend thence to some point, not

yet designated, on the Concord and Portsmouth Railroad. The distance will be about twelve or fourteen miles, and the cost two hundred thousand dollars.

#### Georgia Railroad and Banking Co.

The receipts from operations of this road for the fiscal years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers .....	\$429,024 92	\$288,365 28
" freight .....	676,509 31	694,321 88
" mail .....	30,607 72	21,087 00
	\$1,136,141 95	\$1,003,723 66

#### Expenses, viz:

Conducting transp. ....	\$142,524 79	\$129,228 87
Motive power .....	249,265 21	203,841 44
Maintenance of way ..	163,605 92	132,509 69
Maintenance of cars ..	67,677 34	46,254 28
	\$623,073 26	\$511,834 28
Net earnings .....	\$513,068 69	\$491,889 38

It will be seen that while the gross receipts have fallen off \$132,418 29 as compared with the previous year, there has been a saving in operating expenses of \$111,238 98, resulting in a reduction of net earnings of only \$21,179 31. The operating expenses are about 51 per cent, of the gross earnings. The net earnings about 49 per cent, or 11 per cent. on the capital stock and bonded debt of the company.

The following payments have been made on account of new rolling stock, bridges, buildings, track, &c., in the restoration of the company's property—damages growing out of the late war, and Government tax:

Renewing locomotives .....	\$59,914 31
New cars, and re-building cars .....	74,668 61
New round House at Atlanta .....	37,084 48
New tools for machine shops .....	17,471 48
New engines for water stations .....	3,450 00
New railroad iron, chairs and spikes ..	50,000 00
Timber .....	12,000 00
Labor and incidentals—laying new track .....	9,610 00
Expense of extra ditching .....	7,060 00
New bridges—balance .....	8,780 22
Government tax .....	16,486 15
Payment on damages caused during war .....	10,552 96
	\$307,078 21

During the past year, we have laid down 12½ miles of new iron on the main line, and 2¾ miles on the Athens Branch—making in all 35 miles of new iron laid down since the close of the war. The track, while safe, is yet rough in many places, from the worn condition of old iron still in the track, which will be replaced with new iron as rapidly as can be done with due regard to necessary economy. If arrangements for re-rolling iron at Atlanta are promptly met, it will, to some extent, reduce the cost of renewing track in future. We have also arranged, with an expert, for the repairing of rails, (which has given eminent satisfaction on other roads where tried,) and hope soon to have the work under way on your road, which I doubt not will prove to be economy in the maintenance of track.

The bridges on main line are all in first class condition, as are the depots, except at some unimportant points, where we are still using temporary houses. During the past year, we have built a very substantial and useful round house at Atlanta, at a cost of about \$40,000, which will answer all demands, from both the Georgia Railroad and the Atlanta and West Point Railroad, in which your road has so large an interest.

A larger and more convenient freight house is needed at Atlanta. Some of the trestle bridges

on the branches will require extraordinary repairs during the next year.

During the year nine engines have been put in first class order, requiring, in most instances, almost entire rebuilding. Two have been thoroughly repaired, besides heavy ordinary repairs to other engines. Two freight locomotives had been ordered from the Rogers Locomotive and Machine Works, upon the most favorable terms, to be delivered in August, which are the first engines ordered by the company in the last eight years. Several of the old cars on hand at the close of the war have been rebuilt, besides which there have been turned out at the company's shops during the year 59 box cars, 1 first class passenger car, 2 baggage cars, and 3 second class passenger cars rebuilt.

The company have 43 engines, 23 passenger, 10 baggage, 269 box, 14 cab, 27 stock, 105 platform, 12 coal and 15 shanty cars. Miles run by engines, 657,607. Miles of road in use, 231. Bales of cotton transported, 112,708. Bushels of grain, 665,662. Barrels of flour, 14,059.

Since the close of the war, about 2½ years, beside the dividends paid to stockholders, about \$700,000 of the circulation of the Bank have been redeemed, and \$656,173 18 paid on account of reconstruction, or restoration of property, and taxes, all out of the net earnings of the road.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1868:

The road and its outfit .....	\$4,156,000 00
Real estate .....	134,858 66
Banking house and lot .....	35,000 00
Road expenses .....	873,003 19
Incidental expenses and salaries ..	9,658 29
Interest on bonds .....	28,278 44
Tax on dividend No. 48 .....	6,738 37
Materials on hand for road .....	84,547 68
Stock of other companies .....	1,081,989 97
Bonds of other companies .....	66,400 00
Discounted notes .....	3,023 11
Assessment on stock .....	262 50
National Bank of the Republic, New York .....	135 30
Bills receivable .....	26,654 44
Notes of Banks in Georgia & South Carolina .....	211,817 00
Cash—National currency .....	\$67,284 35
Specie .....	2,743 77
	70,028 12

Capital stock .....	\$4,156,000 00
Profit and loss .....	\$963,188 35
Income from railroad ..	989,071 90
Transp. of the mails ..	10,518 50
Interest account .....	12,580 07
Dividends on stocks ..	71,361 18
Rent account .....	1,537 75
	2,048,207 75
Bonds of this company .....	889,500 00
Dividends unpaid .....	46,838 84
Due to other corporations & agents ..	12,438 11
Deposits .....	3,689 26
Income tax due United States .....	2,244 99
Circulation .....	129,476 12
	\$6,788,395 07

President.—JOHN P. KING.

Directors.—E. E. Jones, B. H. Warren, John Bones, N. L. Hutchins, Edward R. Ware, Samuel Barnett, Antoine Poullain, James W. Davies, Richard Peters, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney.

Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

#### Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the fiscal year ending March 31, 1868, were as follows:

From passengers .....	\$1,181,563 67
" freight .....	2,934,504 15
" mails .....	36,743 15
" express .....	128,701 11
" rents, etc. ....	64,520 63
" interest on loans, etc. ....	105,941 58
	\$4,451,974 29

#### Expenditures:

Repairs of road .....	\$347,462 97
Cost of iron for repairs ..	227,901 77
Repairs of engines .....	204,625 40
Repairs of cars .....	194,985 45
Tools and machinery ..	12,974 58
Repairs of bridges .....	44,325 73
Repairs of buildings ..	29,330 70
Repairs of fences .....	20,935 45
Fuel account .....	251,354 80
Handling freight, etc. ....	157,518 14
Loss and damage .....	39,178 55
Oil and waste .....	27,975 10
Train hands .....	257,881 18
Station expenses .....	37,948 58
Stationery .....	19,162 84
Salaries of agents, etc. ....	113,103 94
Contingent account .....	32,761 08
Car service account .....	1,266 11
	2,020,192 07

Earnings less operating expenses, \$2,431,782 22

Legal expenses .....	\$23,593 95
Taxes on real estate .....	107,929 89
U. S. Government tax ..	32,110 54
	163,634 38

Net earnings .....	\$2,268,147 84
Rent of Peoria and Bureau Valley Railroad .....	\$125,000 00
Interest on bonds .....	576,240 00
Dividends, April and October, 1867, 5 per cent. each and U. S. Tax ..	957,821 10
	1,659,061 10

Surplus .....	\$609,086 74
Of which there has been expended in construction repairs .....	82,174 69

Leaving a balance of .....	\$526,912 05
Add balance April 1, 1867 .....	624,753 12

Total, as in Balance Sheet. .... \$1,151,665 17

There has been expended during the year on account of construction and equipment, the following:

Land and land damages .....	\$68,022 45
Equipment .....	250,242 08
Engineering & contingent construction .....	34,881 99
Grading .....	660,420 96
Superstructure and bridging .....	475,739 45
Fencing .....	9,950 08
Station buildings, etc. ....	57,335 75
New shops, Chicago .....	251,615 22
New passenger depot, Chicago .....	53,040 15
Construction repairs .....	82,174 69
	\$1,943,422 82

The leading items of expenditure for renewal of track, during the year, have been:

156,931 ties .....	\$80,932 29
1,355,123 tons new iron rails .....	129,516 75
1,878,123 tons re-rolled rails .....	71,808 59
22,020 lbs. wrought chairs .....	1,343 25
191,200 " railroad spikes .....	11,461 74
224,537 " fish bars .....	11,444 22
66,786 " fish bolts .....	5,202 76
	\$311,709 60

The number of miles relaid during the year was



35, viz.: with new iron, 14½ miles; re-rolled iron, 20 miles; steel, 56-100 mile. The number of rails repaired at the company's shops was 23,508, costing \$19,359 40—an average for each rail repaired of 85.82c. The report says:

Since the last report made to you, your railroad has been extended to Des Moines (the capital of the State of Iowa,) opened for business Sept. 9th, 1867, and has been successfully operated with satisfactory results. Contracts have been made for the grading and bridging of the line from Des Moines to the Missouri river, to connect with the Union Pacific Railroad, and the whole work is rapidly progressing.\* The road is being constructed in the very best manner, and the work will be hastened to completion with as much rapidity as is consistent with proper economy in its construction. It is believed that the road from the Missouri river to the Pacific ocean will be completed during the next year, that a bridge will be built over the Missouri river to connect your road with the Union Pacific, thus making an unbroken line of railroad from the Atlantic to the Pacific. It may be confidently asserted, that with the road completed, you will have, in proportion to its cost, one of the best railroad properties in the West.

The equipment upon the road has been increased during the past year, and it is designed to continue to add to it by construction and purchase as the increasing business of the road may require.

Thirty acres of land, situated about four and a half miles south of passenger depot, in Chicago, and adjoining the track, was purchased; the erection of shops began in the month of June. \$251,615 22 have been expended towards their completion. The principal buildings will consist of machine shop, 336 feet long by 112 feet wide; blacksmith and boiler shop, 344 feet long by 80 feet wide; car shop, 253 feet long by 80 feet wide, and a wing 200 feet by 80 feet; round house, total diameter, 278 feet; with stalls for forty engines. Tools and machinery have been contracted for, and it is anticipated to occupy the shops this fall.

On the 17th of March a tornado passed over the new shops at Chicago unroofing a large portion of the machine shop, and destroying about 800 feet of main wall, demolishing the blacksmith and boiler shop. It will cost about \$40,000 to repair this damage.

The company have 95 engines, of which 58 are coal burners and 37 wood burners. Three new engines have been purchased during the year, twelve have been changed from wood to coal burners, one has been re-built, new entire, with copper fire-box, eleven have been thoroughly repaired, adding new boilers, seventeen have had general repairs. Of the whole number, fifty-seven now have steel tires, nine have had new steel driving axles, and six, new driving wheels. The general condition of the engines has been fully kept up.

The company own 48 passenger coaches, 22 baggage, mail and express, 210 stock, 1,305 box, 491 flat, 1 pay and 3 drovers' cars. There has been purchased of this number, 50 box cars, and built at the company's shops, 2 new coaches, 7 re-built, 146 new box cars added, and 36 new to fill old numbers, 8 new stock cars added, and 7 new to fill old numbers, 23 new flat cars added, and 19 new to fill old numbers.

The number of miles run by locomotives with passenger trains was 575,213; with freight trains,

1,150,489; with wood and gravel trains, 171,235—total, 1,896,937, at an average cost per mile run for enginemen, firemen and wipers, oil, waste, fuel and repairs, of 32.64c.

The whole amount of freight transported during the year was 1,308,870,362 lbs., an increase over the previous year of 111,043,204 lbs. Number of loaded cars going east; 39,359; do., west 35,746—total, 75,105. Average tonnage to each car, 8,1427. Freight carried one mile, 87,522,492 tons. Average earnings per ton per mile 3.35c.

The number of passengers transported during the year was 560,304, of which 555,431 were first class, and 4,873 second class; of these 52,833 were through, and 507,471 way; 271,253 going east, and 289,051 west. Passengers carried one mile, 28,175,470. Average rate per mile for transporting passengers, 4.192c.

The number of lbs. freight transported over the Mississippi bridge during the year was 434,498,870—an increase over the previous year of 10,199,570. The number of loaded cars passing for the same time was 24,361. Number of foot passengers, 74,670. Number of boats, barges and rafts passing the draw, 2,096. New work charged to construction repairs, \$82,174 69.

#### BALANCE SHEET.

United States Gov't Tax, (due January 1, 1867,).....	\$15,402 50
Railroad bridge Co.....	100,000 00
City of Davenport bonds.....	11,184 79
City of Peru bonds.....	8 04
Interest on Chicago and Rock Island bonds.....	6,300 00
Chicago, Rock Island and Pacific R. R. Co. of Iowa.....	590,852 75
Profit and loss account.....	1,151,665 17
Capital stock account.....	13,999,500 00
Chicago and R. I. R. R. Co. fractional stock cert.....	500 00
Chicago & Rock Island mort. bonds	1,397,000 00
" " income b'ds	42,000 00
Mortgage sinking fund bonds.....	6,833,000 00
Fractional agreements.....	1,336 62
F. H. Tows, trustee for 1st division and Os. division M. & M. R. R. Co.	6,611 82
Int. mortgage sinking fund bonds.	5,419 80
	\$24,160,781 49
Corn Ex. bank coupon, Chicago and R. I. R. R. Co.....	\$6,800 00
Corn Ex. bank.....	1,749,065 16
Treasurer C. R. I. & Pac. R. R. Co., trustee for guaranteed bonds...	74,800 26
W. G. Purdy, Cashier.....	578,676 84
Stanton, Elliott and Wilson, committee.....	1,086 59
Bills receivable.....	2,721,370 00
Bond account, special res'n June 7, 1867.....	255,568 50
Trustee land grant division M. & M. R. R. Co.....	17,066 87
Chicago, R. I. & Pac. R. R. Co. coupon account.....	5,419 80
The Union National Bank of Chicago	1,500,000 00
Cost of road and equipment.....	17,251,433 47
	\$24,160,781 49

President & Gen'l Supt.—JOHN F. TRACY.

Directors.—Francis H. Tows, David Dows, William H. Appleton, Wilson G. Hunt, David Crawford, Jr., Rob't A. Forsyth, Oliver Charlick, John F. Tracy, W. F. Coolbaugh, N. B. Curtis, Ebenezer Cook, George L. Davenport, B. F. Allen.

Treasurer.—W. F. COOLBAUGH.

Secretary.—EBENEZER COOK.

Asst. Secretary.—FRANCIS H. TOWS.

Asst. Gen'l Superintendent.—P. A. HALL.

#### Georgetown and Leesburg Railroad.

The committee of the corporation of Georgetown have submitted to the directors of the Alexandria, Loudoun and Hampshire Railroad Company the following propositions, with the view of effecting an arrangement for the construction of a branch road from Leesburg to Georgetown:

We will make a connection with the Loudoun and Hampshire Railroad by the way of the Pimmit Run, and will for that purpose raise the sum of \$300,000. We will subscribe to the common stock of the Loudoun and Hampshire Railroad the amount required: Provided, That the branch so built shall never carry freight or passengers to any point beyond Georgetown at any less pro rata tariff than to Georgetown. That the road shall not be extended beyond Georgetown, or connection made beyond that town, without the consent of the city. Freights to be as favorable to Georgetown as to Alexandria.

These propositions having been considered by the directors of the railroad company, a resolution was adopted agreeing that surveys and estimates of cost shall be made, jointly, by two engineers, (one to be appointed by the board and the other by the corporate authorities of Georgetown,) of the most advantageous route for a branch of the road to Georgetown; such route to be so located as to be as nearly as practicable equally beneficial to Alexandria and Georgetown; the expenses of such surveys to be equally defrayed by Georgetown and the company; and that the board adhere to their resolution of the 21st of November, 1867, in relation to equal charges upon persons and things carried to Georgetown and Alexandria from the point of divergence.

#### St. Louis, Vandalia and Terre Haute R. R.

Contracts have recently been ratified for the perpetual lease of the St. Louis, Vandalia and Terre Haute road, now under construction and to be completed in 1869 to the Terre Haute and Indianapolis; the Columbus, Chicago and Indiana Central; the Pittsburg, Cincinnati and St. Louis (known as the Pan-Handle route,) and the Pennsylvania Central. The through traffic is to be managed under a distinct organization over all these roads, and forming one unbroken line between St. Louis and Philadelphia (998 miles,) and New York, 1,074 miles.

Contracts have also been ratified for the perpetual lease of the new line now being built from Indianapolis to Vincennes and Cairo (known as Burnside's road) to the Indianapolis, Cincinnati and La Fayette, the Columbus, Chicago and Indiana Central, the Pittsburg, Cincinnati and St. Louis, and the Pennsylvania Central.

These contracts will probably secure to the roads in interest, taken in connection with the new line from Columbus to Chicago, a more complete and perfect system of through routes between the Atlantic cities and the West than now possessed by any other of the great lines.

At a meeting of the friends of the York Co., Pa., it was decided to defer the of subscription books until the two routes had been surveyed. It is the have each route surveyed as soon as cost of each estimated, and reports that a proper decision relative to can be arrived at.

\* At the present time (Aug. 1), the track is laid about 30 miles from Des Moines, and the grading and bridging completed to Middle river, about 22 miles further, to which point the track is expected to be completed by the 15th.

**NATIONAL AND STATE SECURITIES.**

*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.
<b>National Securities, Aug. 1, 1868.</b>							<b>Massachusetts—State Almshouse Loan.</b>						
Loan of Jan. 28, 1847.....	registered						100,000	5	May & Nov.	1872			
Loan of March 31, 1849.....	registered						276,000	5	April & Oct.	73-74			104
Texas Indemnity of Sep. 9, 1850.....	coupon	256,000					220,000	5	May & Nov.	1882			103
Loan of June 14, 1853.....	registered	20,000,000					150,000	5	April & Oct.	1882			
Loan of June 22, 1860.....	coupon	7,022,000					75,000	5	June & Dec.	1868			
Loan of Feb. 8, 1861.....	coupon	18,415,000					172,000	5	"	70-72			130
Oregon War Bonds of March 3, 1861.....	coupon	1,916,000					94,000	5	Jan. & July.	1874			127
Loan of July 17, 1861.....	registered	204,246,300					50,000	5	June & Dec.	1877			122
Loan of Feb. 25, 1862 (5-20s).....	coupon						600,000	5	"	77-78			
Loan of March 3, 1864 (5-20s).....	coupon	1,833,106,100					888,000	5	"	1883			112
Loan of March 3, 1865 (5-20s).....	coupon						200,000	5	"	1863			116
" " 2d series (5-20s).....	registered						4,379,500	5	May & Nov.	1894			115
" " 3d series (5-20s).....	coupon						3,998,000	5	"	1894			
Loan of March 3, 1864 (10-40s).....	coupon	194,566,400					850,000	5	Jan. & July.	71-73			129
Pacific R. R. Bonds.....	(currency)	32,210,000					2,150,000	5	"	74-76			129
Treasury Notes (7-30s) June 30, '61: 2d series	matured						2,113,000	5	Mar. & Sept.	71-76			103
" (7-30s) Mar. 3, '65: 3d series	matured						4,319,523	5	April & Oct.	68-71			
Matured Debt not presented		17,843,175					2,275,900	7	Jan. & July.	1877			
Gold Certificates of Deposit.....		22,414,900					2,000,000	6	"	1885			
Compound Interest Notes 1864-'65		21,604,900					5,000,000	6	"	41-71			
United States Notes (greenbacks)		356,021,073					822,000	6	Jan. & July.	62-63			92
Three per cent. certificates.....		59,000,000					3,000,000	6	"	61-65			92
Fractional currency.....		31,867,818					7,000,000	6	"	61-67			903
Navy Pension Fund.....		13,900,000					4,500,000	6	"	65-67			
<b>State Securities, latest.</b>							<b>Mississippi—State Bonds (Planters' Bank)</b>						
Alabama—State Bonds.....	coupon	168,000	5	May & Nov.	1872		5,000,000	6	"	Var.			
" " (extended).....		1,941,000	5	"	1883		822,000	6	Jan. & July.	62-63			
" " (funded coup.).....		437,850	5	"	1887		3,000,000	6	"	61-65			92
" " (sterling).....		648,000	5	Jan. & July.	1876		7,000,000	6	"	61-67			903
" " ( ).....		688,000	5	"	1876		4,500,000	6	"	65-67			
Arkansas—Bank Loan (real estate).....	coupon	809,000	5	April & Oct.	1861		4,500,000	6	"	62-67			
" " (State Bank).....		610,000	5	Jan. & July.	1868		3,500,000	6	"	63-69			
California—Civil Bonds of 1857.....	coupon	3,727,500	7	Jan. & July.	1877	134	650,000	5	Jan. & July.	67-68			103
" " 1860.....		198,560	7	"	1880		1,002,900	6	"	68-69			
" " Soldiers Relief Bonds.....		1,548,500	7	"	83-84		793,400	6	"	69-70			105
Connecticut—War Bonds of May, 1861.....		2,000,000	6	Jan. & July.	71-81	99	706,000	7	J. A. J. & O.	1870			103
" " Oct., 1861.....		2,000,000	6	"	72-82	100	2,669,000	7	Jan. & July.	1877			108
" " Nov., 1863.....		2,000,000	6	"	1883		27,726,500	7	"	1877			109
" " May, 1864.....		2,000,000	6	April & Oct.	74-84	1004	1,189,780	6	"	pleas.			
" " May, 1865 (free).....		2,000,000	6	"	1885		600,000	6	"	1868			
Florida—State Bonds.....	coupon	370,617	5	Jan. & July.	var		800,000	6	"	1878			
Georgia—State Bonds (Railroad).....	coupon	276,000	7	"	var.		3,050,000	6	J. A. J. & O.	1871			104
" " (Act Mar. 12, '66).....		3,030,000	7	various.	72-74	90	6,000,000	6	"	1873			101
" " (Railroad).....		1,569,000	6	Jan. & July.	1886		2,250,000	6	"	1874			104
" " (Railroad).....		734,000	6	Feb. & Aug.	78-86	80	1,400,000	6	"	75-77			191
" " (Sterling).....		72,000	6	Mar. & Sept.	1869		909,607	5	Jan. & July.	pleas.			
Illinois—Ill. and Mich. Canal.....	coupon	1,157,223	6	Jan. & July.	1870	999	442,960	5	May & Nov.	1868			
" " registered.....		1,229,687	6	"	1870		900,000	5	Jan. & July.	1875			91
" " State Bonds.....	coupon	948,910	6	"	60-70		800,000	5	"	1878			
" " War Loan Bonds.....		4,367,253	6	"	77-79	992	1,163,000	5	J. A. J. & O.	1868			
Indiana—State Bonds.....	coupon	1,191,992	24	Jan. & July.	1879	999	167,000	5	"	1871			
" " ".....		3,829,938	6	"	1886		4,500,000	5	"	1874			99
" " ".....		309,000	6	May & Nov.	1886		368,000	6	Various.	69-78			65
" " War Loan Bonds.....		180,000	6	Jan. & July.	1886		8,334,000	6	Jan. & July.	61-90			
Kansas—State Bonds.....	coupon	300,000	7	Jan. & July.	1881	98	660,000	6	April & Oct.	90-91			
" " War Loan Bonds.....		99,945	6	"	1875		3,500,000	6	Jan. & July.	1900			73
Kentucky—State Bonds.....	coupon	500,000	6	Jan. & July.	76-81		280,366	6	Jan. & July.	1868			100
" " ".....		1,421,000	6	Jan. & July.	68-71	100	2,183,532	6	"	1870			102
" " ".....		415,000	6	April & Oct.	70-71		1,000,000	6	"	1875			100
" " ".....		263,000	5	May & Nov.	1870		4,095,309	6	"	1881			101
" " Military Bonds.....		636,000	5	various.	90-95		2,400,000	6	"	1886			102
Louisiana—State Bonds (Banks).....	coupon	4,832,988	6	Feb. & Aug.	86-86		218,674	7	Jan. & July.	1876			
" " (Railroads).....		2,928,000	6	various.	69-99	634	4,993,000	5	Various.	77-82			
" " (Schools, &c.).....		665,000	6	Jan. & July.	1897		5,093,052	5	"	68-70			99
" " (Levies).....		1,000,000	6	various.	1886		400,000	5	April & Oct.	1879			1004
" " (New).....		892,800	6	"	86-87		92,850	5	Jan. & July.	1877			
Maine—Mass. Land Debt of '53.....		150,000	6	October.	67-72		99,480	5	"	1882			
" " Civil Loans of 1855-'56.....	coupon	174,000	6	Mar. & Sept.	67-74		720,983	5	"	1892			
" " ".....		171,000	6	"	75-78		4,007,150	5	"	1877			1044
" " War Loan of 1861.....		800,000	6	"	1871	1004	2,909,520	5	"	1882			108
" " ".....		526,000	6	Mar. & Sept.	1883	1001	9,270,017	5	"	1892			108
" " Bounty Loan of 1863.....		475,000	6	Feb. & Aug.	1880	1004	3,000,000	6	Feb. & Aug.	1871			
" " War Loan of 1864.....		2,892,500	6	June & Dec.	1889	1008	468,500	6	April & Oct.	1871			1024
Maryland—State Bonds (Balt. & Susq. R.R.)		315,000	3	J. A. J. & O.	1880	982	1,196,000	6	Mar. & Sept.	1882			1004
" " (S. & T. W. Can.) steri.		1,017,622	5	"	1885		269,000	6	April & Oct.	1883			100
" " (Balt. and Ohio R.R.)		24,000	5	"	1880		776,000	6	Jan. & July.	1893			1001
" " (C. and O. Can.) steri.		1,405,507	5	"	1880		917,000	6	Feb. & Aug.	1894			1001
" " (R. R. various).....		120,000	5	"	1880		798,898	5	J. A. J. & O.	68-70			
" " ( ) cursey.....		159,974	5	"	89-90		3,275,000	6	Jan. & July.	71-90			
" " (B. & O. R.R.) steri.		3,277,389	5	"	1880		1,210,803	6	"	1887			
" " (C. and O. Can.).....		2,259,616	5	"	1880		1,949,430	5	April & Oct.	1868			604
" " (Ches. & Ohio Can.)		2,009,000	5	"	1870	100	239,187	54	"	Var.			
" " (Balt. & Susq. h. R.)		1,000,000	5	"	1870	100	1,706,000	5	"	1868			
" " (Bounty).....		801,000	5	"	1885		14,006,000	6	Jan. & July.	30 yrs.			
" " (Ches. & Ohio Can.)		30,000	5	"	1880		2,207,000	5	"	Var.			
" " (Balt. & Susq. R.R.)		429,688	5	"	1880		6,000,000	5	"	1882			64
Massachusetts—Funding Loan.....		15,000	5	June & Dec.	1868		1,567,500	5	June & Dec.	71-78			100
" " General Statutes Loan.....		150,000	5	Jan. & July.	1870		1,865,000	5	Jan. & July.	long.			104
" " Funding Loan.....		17,000	5	June & Dec.	1872		466,250	5	"	long.			



January	February	March	April	May	June	July	August	September
1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	16	17	18
19	20	21	22	23	24	25	26	27
28	29	30	31					

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	150,713	164,338	166,493	194,992	200,807	265,626	295,512	354,408	401,103	367,223	363,344	328,828	3,234,492
1865	259,445	347,211	432,340	355,045	472,498	410,800	493,882	596,584	541,481	675,448	684,243	576,265	5,928,335
1866	475,441	433,279	386,991	412,521	464,507	493,243	464,998	568,589	538,150	599,670	474,058	388,172	5,096,110
1867	377,852	380,190	480,555	407,013	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,441	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	341,366						
Chicago and Alton :													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,708
1864	100,991	154,118	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,903	262,015	2,770,484
1865	280,505	275,283	299,063	258,480	322,278	355,270	338,995	409,251	401,280	387,958	307,919	236,934	3,440,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	587,269	322,638	360,232	325,080	271,947	3,695,153
1867	282,787	157,832	235,961	282,105	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,100	3,892,861
1868	259,539	296,496	261,599	270,286	335,510	378,461	405,616						
Chicago, Rock Island and Pacific :													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,885	336,617	321,037	3,006,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	380,489	307,523	270,073	201,779	3,313,514
1866	241,395	182,385	267,230	209,099	277,506	306,693	298,926	317,977	400,941	428,474	345,028	290,288	3,466,922
1867	292,407	224,621	272,454	280,243	251,916	261,483	274,800	404,600	566,408	565,200	415,400	351,600	4,163,312
1868	383,600	281,900	262,800	289,700	308,891	366,200	329,800						
Chicago and Northwestern :													
1863						366,100	281,334	296,169	473,188	551,122	435,945	407,688	2,311,544
1864	273,876	317,839	390,355	421,363	466,830	595,145	480,710	519,306	699,005	729,759	716,378	503,400	6,117,566
1865	541,005	482,164	499,296	468,358	535,623	747,942	702,091	787,508	946,707	932,682	754,071	547,812	7,976,490
1866	523,500	399,917	523,745	537,519	558,948	926,983	805,524	797,475	1,000,086	1,200,216	1,010,392	712,350	9,299,480
1867	696,147	574,664	765,398	774,279	895,712	894,387	800,325	1,038,824	1,451,284	1,508,883	1,210,387	816,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,486	1,285,831					
Des Moines Valley :													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	60,018	71,113	81,676	80,887	61,965	735,005
Erie :													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,245	687,092	616,801	965,294	1,024,649	1,035,321	10,469,491
1864	984,837	934,133	1,114,508	1,099,907	1,072,293	1,041,976	994,317	1,057,364	1,301,005	1,222,568	1,224,909	1,234,217	12,429,643
1865	1,001,007	947,146	1,256,566	1,135,465	1,133,461	1,177,372	1,202,180	1,331,046	1,338,615	1,438,698	1,522,472	1,429,765	14,434,775
1866	Including Buffalo Division	1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,638	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	14,566,413
1867	Including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,718	1,421,821	14,189,300
1868		1,031,320											
Illinois Central :													
1863	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,806	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	468,373	510,100	423,578	640,179	799,286	661,391	657,141	603,492	6,329,447
1865	571,538	528,972	616,665	516,608	606,573	617,682	678,403	747,469	739,738	641,589	643,887	618,088	7,181,208
1866	608,065	506,266	505,465	411,605	569,260	567,679	490,626	578,253	571,348	661,971	598,219	504,065	6,616,741
1867	647,120	524,371	417,071	440,371	477,027	516,493	526,242	709,327	758,539	823,901	727,310	613,329	7,160,992
1868	519,855	488,089	409,649	467,764	496,666	543,019	506,156						
Marietta and Cincinnati :													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	113,184	125,252	118,495	116,146	105,767	1,224,068
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,926	96,585	106,594	114,716	121,217	142,823	132,387	123,385	1,286,971
1868	92,433	81,529	98,482	108,461	95,416	96,924	108,413						
Michigan Southern & Northern Indiana :													
1863	245,784	230,508	557,227	268,613	264,965	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,268	275,891	358,892	402,219	407,107	448,934	411,806	4,120,152
1865	363,995	366,361	413,974	365,190	361,489	387,096	301,613	418,575	486,808	524,700	495,072	351,799	4,282,727
1866	512,546	277,234	412,716	413,970	419,024	384,684	338,585	384,401	429,177	496,465	429,546	352,218	4,650,328
1867	305,857	311,089	395,372	409,248	357,749	307,968	313,130	434,318	488,398	539,871	429,786	380,034	4,663,898
1868	362,021	338,335	381,497	456,983	400,486	303,550	301,496						
Michigan Central :													
1863	242,073	245,558	236,432	238,495	236,453	206,221	193,328	215,440	308,168	375,489	339,794	306,186	3,168,065
1864	252,433	273,548	348,802	338,276	271,553	265,790	263,244	346,781	408,445	410,802	406,510	376,470	3,970,948
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,561	475,611	490,994	447,670	328,870	4,620,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,996	359,646	429,161	493,640	414,004	305,069	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,516	304,316	328,580	415,768	369,286	326,501	321,013						
Milwaukee and St. Paul :													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	761,788	1,101,771	775,616	438,323	5,683,608
1868	368,487	360,884	333,281	426,629	565,718	468,094	423,247						
New York Central :													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,318	11,069,863
1864	921,831	936,587	969,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,118,329	13,257,709
1865	967,869	613,381	956,659	1,246,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,484	1,526,839	1,486,358	1,117,365	14,575,128
1866	1,068,290	895,887	1,135,745	1,190,491	1,170,415	1,094,533	1,135,461	1,285,911	1,480,299	1,530,518	1,211,108	935,957	14,143,216
1867	1,001,571	846,863	1,078,773	1,227,286	1,098,781	984,536	1,101,093	1,388,915	1,732,673				
Ohio and Mississippi :													
1864	210,329	260,466	299,261	269,444	224,953	223,242	263,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,243	372,618	412,553	284,319	3,768,006
1866	267,541	246,109	325,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,683
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,456,919
1868	211,973	231,351	266,906	262,149	204,620	217,082	194,456						
Philadelphia and Reading :													
1862	192,216	217,161	244,423	258,674	233,996	254,285	388,725	414,707	448,994	463,873	466,557	454,326	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	404,809	451,884	574,486	714,302	815,902	746,955	525,009	6,324,083
1864	436,742	617,021	669,384	617,021	669,384	936,158	711,457	1,170,241	1,126,635	754,551	1,032,149	812,178	9,566,510
1865	638,063	608,305	116,216	623,283	416,341	566,979	967,194	1,121,206	1,351,579	1,419,232	1,196,965	702,686	10



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.....100	\$1,075,139			Hartford and New Haven.....100	\$3,000,000	J. A. J. & O.	July '88 3	Portl. Soc. & Portsm'th*.....100	\$1,500,000	J. & D.	Jun '88 3
Allegheny Valley.....50	1,488,400			Hannibal and St. Joseph.....100	1,900,000			Providence & Worcester.....100	1,800,000	J. & J.	July '88 4
Alton and St. Louis.....100	125,000	J. A. J. & O.	Oct '87 12	Do.....100	5,283,820			Rensselaer and Saratoga.....100	800,000	A. & O.	Apr '88 3
Atlanta and West Point.....100	1,282,200	J. & J.	Jan '88 3	Hanover Branch, Pa.....100	820,000	M. & N.	May '88 5	Richmond and Danville.....100	2,000,000		
Atlantic & N. Carolina.....100	5,545,225			Hopkinton.....100	1,180,000	J. & J.	Jan '88 4	Richmond and Petersburg.....100	847,000		
Atlantic & Gt. Western.....50	11,822,150			Hudson River.....100	13,937,100	A. & O.	Apr '88 4	Rich. Fred. and Potomac.....100	1,041,800		
Atlantic & St. Lawrence*.....100	2,484,900	J. & J.	Jul '88 2	Hazleton.....100	1,615,000	May	May '88 24	Rockport.....100	88,400		
Augusta and Savannah.....100	735,700	J. & J.	Jan '88 3	Huntingdon & B'd Top.....50	494,380			Rome, Watert. and Og'n'b.....100	2,386,500	J. & J.	July '88 5
Baltimore and Ohio.....100	16,181,902	A. & O.	Apr '88 4	Illinois Central.....100	190,750	J. & J.	Jun '88 34	Rutland preferred.....100	2,850,000	F. & A.	Aug '88 34
Do. Washington Br.....100	2,460,000	A. & O.	Apr '88 4	Indianapolis, Cin. & Lafay.....100	23,326,450	F. & A.	Aug '88 5	St. L., Alb. and T. Haute.....100	2,800,000	Annual	May '88 7
Baltimore City Passenger.....100	870,000	A. & O.	Apr '88 3	Jeffersonv. Mad. & Ind.....100	1,689,900	M. & N.	Sep '87 4	St. L., Jack'nv. and Chic'o.....100	1,409,429		
Bay de Noquet & Marq.....100	4,420,000	F. & A.	Feb '88 3	Joliet and Chicago*.....100	2,000,000	J. & J.	Jan '88 3	Sandusky and Cincinnati.....100	2,089,000		
Belleville Line.....100	987,112	J. A. J. & O.	Jul '88 13	Joliet and North Indiana*.....100	300,000	J. & J.	Jan '88 4	Sand. Manuf. and Newark.....100	998,073	M. & N.	Nov '87 3
Belvidere Delaware.....100	280,000	J. & J.	Dec '87 24	Lackawanna & Bloomb'g.....50	1,335,000			Saratoga and Hudson R.....100	1,020,000		
Berkshire.....100	13,735,000	J. & J.	Jul '88 5	Leeds and Farmington.....50	2,188,000	J. & J.	Jan '88 2	Saratoga and Whitehall*.....100	500,000		
Boston & Corning.....100	110,000	A. & O.	Apr '88 4	Lehigh and Mahanoy.....50	1,104,050	M. & N.	May '87 5	Savannah and Charleston.....100	1,000,000	A. & O.	Apr '88 3
Boston and Albany.....100	459,900	M. & N.	May '88 3	Lehigh Valley.....50	10,724,100	J. A. J. & O.	Jan '88 4	Schuykill and Susqueh'a.....50	1,299,150		
Boston, Concord & Mont.....100	1,340,400	J. & D.	Jul '88 5	Lehigh Luzerne.....50	344,650	J. & J.	Jan '88 4	Second and Third St. (Ph.).....50	203,757	J. & J.	Jul '88 2
Do.....100	1,829,300	J. & J.	Jul '88 5	Lexington & Frankfort.....100	814,640	M. & N.	Nov '87 3	Schuykill Valley*.....50	576,050	J. & J.	Jul '88 24
Boston and Lowell.....100	4,076,974	J. & J.	Jul '88 5	Little Miami.....100	3,572,400	J. & D.	Dec '87 4	Seaboard and Roanoke.....100	688,200		
Boston and Maine.....100	3,692,000	J. & J.	Jul '88 5	Little Schuylkill*.....100	2,646,100	J. & J.	Jan '88 2	Second Avenue (N. Y.).....100	670,000	A. & O.	Oct '88
Boston and Providence.....100	325,000	J. A. J. & O.	Jul '88 5	Lomb. and South St. (Ph.).....25	90,070	F. M. A. N.	Aug '86 2	Shamokin V. and Pottav*.....50	869,450	F. & A.	Feb '88 3
Broadway (Boston).....100	2,100,000	J. & A.	Feb '88 24	Long Island.....50	3,000,000	J. & J.	Nov '87 10	Shore Line.....100	63,200	J. & J.	Jan '88 3
Broadway & 7th Av. (N. Y.).....100	1,000,000	F. & A.	May '88 3	Long Branch & Sea Shore.....50	95,184	J. & J.	Jan '88 3	Sixth Avenue (N. Y.).....100	750,000		
Brooklyn City.....100	394,800	M. & N.	May '88 3	Louisv. Cin. and Lex. pr. 100	48,653	J. & J.	Jan '88 3	Somerville.....100	75,000	M. & N.	May '88 3
Brooklyn City & New'n.....100	850,000	F. & A.	Aug '88 4	Louisville and Frankfort.....50	1,108,594	F. & A.	Feb '88 4	South Carolina.....100	2,819,275		
Buff. New York & Erie*.....100	2,200,000	A. & O.	Apr '88 4	Louisville and Nashville.....100	5,600,000			South Shore.....100	1,259,685		
Buffalo and State Line.....100	777,800	F. & A.	Aug '88 5	Louisv. N. Alb. & Chicago.....100	2,800,000	A. & O.	Apr '88 4	South Western, Georgia.....100	3,203,400	F. & A.	Feb '88 4
Cambridge Horse (Boston).....100	6,842,200	F. & A.	Aug '88 5	Lowell and Lawrence.....100	200,000			Southern Mississippi.....100	1,000,000		
Camden and Amboy.....100	600,000	J. & J.	Jul '88 3	Macon and Western.....100	1,500,000			Staten Island.....100	600,000	J. & J.	Jul '88 4
Camden and Atlantic pref.....50	721,926	J. & J.	Jul '88 3	Mahanoy & B'd Mount'n*.....50	921,615			Staten Island.....100	267,300	M. & N.	May '88 24
Cape Cod Branch.....50	1,160,000	M. & N.	May '88 3	Maine Central.....100	1,600,800	M. & N.	May '88 5	Stoney Brook.....100	250,000	J. & J.	Jul '88 3
Catawissa.....100	2,200,000	J. & J.	Jul '88 3	Manchester & Lawrence.....100	1,000,000			Summit Branch.....50	1,200,130		
Cayuga & Susquehanna*.....50	589,110	J. A. J. & O.	Apr '88 24	Marquette & Cincinnati.....100	2,029,778	M. & S.	Sep '88 3	Syr. Bingham. and N. Y. 100	250,000	J. & J.	Jul '88 4
Central of Georgia.....100	4,666,500	J. & D.	Jun '88 2	Marquette & Cincinnati.....100	2,029,778	M. & S.	Sep '88 3	Tannton Branch.....100	596,922		
Central of New Jersey.....100	13,768,000	J. & D.	Jun '88 2	Memphis and Charleston.....100	6,686,138	M. & S.	Sep '88 3	Tennessee and Alabama.....100	1,988,150	J. & J.	Jan '88 3
Central Ohio.....100	400,000	J. & D.	Jun '88 2	Memphis and Ohio.....100	5,312,725	M. & S.	Mar '88 3	Terre Haute and Indiana.....50	1,750,000		
Do.....100	970,000	Annual	Oct '87 24	Metropolitan (Boston).....100	570,000	J. & J.	Jul '88 5	Third Avenue (N. Y.).....100	1,750,000	J. & J.	Jan '88 1
Cent. Park, N. & E. River.....100	1,201,000	Annual	Jul '88 5	Michigan Central.....100	1,250,000	J. & J.	Jul '88 5	Thirteenth and Fif. (Ph.).....50	1,650,000		
Charlotte & S. Carolina.....100	880,000	M. & S.	Sep '88 5	Middlesex (Boston).....100	7,502,566	J. & J.	Aug '88 4	Tol. Peoria and Warsaw.....100	1,700,000		
Chemung.....100	2,017,825	M. & S.	Sep '88 5	Mich. So. & North Ind.....100	11,065,340	F. & A.	Aug '88 4	Tol. Peoria and Warsaw.....100	1,700,000		
Chesapeake preferred.....100	3,884,643	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago and Alton.....100	2,425,878	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago and Burlington.....100	12,500,000	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago and Gt. Eastern.....100	4,380,000	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago and Gt. Western.....100	1,000,000	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago and Milwaukee.....100	1,247,000	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago and N. Western.....100	15,180,927	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago & N. Western.....100	12,984,719	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Chicago, R. I. & Pacific.....100	14,000,000	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cin. Ham. & Dayton.....100	3,129,100	M. & S.	Sep '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cincinnati City Passenger.....100	1,600,250	J. & J.	Jan '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cincinnati & Zanesville.....100	1,000,000	J. & J.	Jan '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Citizens' Passenger (Phil.).....50	1,927,560	F. & A.	Aug '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Clev. Col. Cin. & Ind.....100	6,000,000	M. & N.	May '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cleveland & Mahoning*.....100	2,044,600	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cleve. Painesville & Ashta.....100	5,000,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cleveland and Pittsburgh.....100	6,424,091	J. A. J. & O.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cleveland and Toledo*.....100	4,841,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Col. & Indianapolis Cen.....100	4,000,000	J. A. J. & O.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Columbus and Xenia*.....50	1,786,200	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Concord.....100	1,500,000	M. & N.	May '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Concord & Portsmouth.....100	350,000	J. & D.	Jun '88 34	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Coney Island & Brooklyn.....100	800,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Conn. & Passump. Rivers.....100	1,675,300	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Do.....100	1,650,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Connecticut River.....100	1,500,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Cumberland Valley.....50	1,218,900	A. & O.	Apr '88 4	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Danbury and Norwalk.....100	308,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Dayton and Michigan*.....100	2,884,941	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Delaware.....100	1,661,132	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Del. Lackaw. & Western.....50	11,288,560	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Des Moines Valley.....100	1,450,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Detroit & Milwaukee.....100	1,553,359	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Do.....100	1,500,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
D. Dock, R. B'dw. & Bat.....100	1,300,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Dubuque and Sioux City.....100	1,878,641	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Do.....100	1,987,251	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Eastern (Mass.).....100	8,778,304	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Eastern (N. H.).....100	492,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
East Pennsylvania.....100	654,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
East Tenn. and Georgia.....100	1,000,000	J. A. J. & O.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
East Tenn. and Virginia.....100	1,000,000	F. & A.	Aug '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Eighth Avenue (N. Y.).....100	600,000	M. & N.	May '88 5	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Elm. Jeffers. & Canand*.....50	600,000	J. & J.	Jul '88 3	Milw. & St. Paul.....100	3,082,000	Annual	Feb '88 7	Tol. Peoria and Warsaw.....100	1,700,000		
Elmira & Williamsport*.....50	600,000	J. & J.	Jul '88 3</								



## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	1,725,000	7	Jan. & July.	New York.	1898	89
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1896	78½
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	5,699,000	7	Jan. & July.	"	1896	96
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	5,000,000	7	"	"	1885	91
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	98
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	92
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	75
1st Mortgage, Penn.	2,324,900	7	"	"	1877		Equipment Bonds	2,200,000	10	May & Nov.	"	1887-71	100½
2d Mortgage	913,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	89
1st Mortgage, Franklin Branch	340,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1890	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890		Cincinnati, and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1896	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & B.	1878-70		2d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,000	7	"	"		
Maryland Sterling B'ds of 1883	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1883		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1883	1,744,600	6	April & Oct.	Baltimore.	1885	98½	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
" " " 1880	902,000	6	Jan. & July.	"	1880	98½	2d Mortgage	1,000,000	7	"	"	18 0	
" " " 1885	894,250	6	Jan. & July.	"	1875	97½	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
" " " 1884	821,261	6	Ja. Ap. Ju. Oc.	"	1887	98½	Cleveland and Pittsburg:						
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	99½	2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	"	1875	92
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	"	1892	75½
Belleville and Indiana:							Consol. S. F. mort. (\$5,000,000)	138,000	7	May & Nov.	"	1900	92
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-79	90	Clev., Columbus and Cin.						
2d Mortgage	433,000	7	"	"	1870	82½	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	1888-85	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							1st Mortgage	27,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½	2d Mortgage	126,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	85	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	80	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	100
Boston Concord and Montreal:							Columbus and Indiana Central:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1866		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	300,000	7	"	New York.	1866	100	2d mortgage	1,000,000	7	May & Nov.	"		
3d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	99½	1st Mortgage	578,800	6	June & Dec.	Boston.	1876	95
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,704,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	Dayton and Michigan:						
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	92	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½	3d Mortgage	642,000	7	"	"		
Income (1 in '99, 1 in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	160,500	7	"	"		
Special Erie and North-East	149,000	7	"	"	61-70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96	2d Mortgage	250,000	7	June & Dec.	"		40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Bond bonds	121,180	7	"	"	73-80		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1876	91½
Camden and Amboy:							Guaranteed	100,000	6	"	"	1875	
English debt (S. F.) £380,550	1,841,822	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	
American Loan	5,335	6	"	New York.	1864		Delaware, Lackawanna and W'n:						
Loan for \$500,000	210,600	6	"	"	1867		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
" " \$200,000	335,040	6	"	"	1870	97½	1st Mortgage (K. Extension)	1,222,500	7	April & Oct.	"	1876	90½
" " \$175,000	675,000	6	April & Oct.	"	1875	95	2d Mortgage	1,068,000	7	March & Sept.	"	1881	100
" " \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½	Des Moines Valley:						
" " \$2,500,000	867,000	6	May & Nov.	"	1889	88½	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	98½	Income	462,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	90½	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1876	81
2d Mortgage	498,000	7	April & Oct.	"	1879	89½	2d Mortgage	1,000,000	8	"	"	1886	
Ontario:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1883	91
2d Mortgage	800,000	7	May & Nov.	"	1875	102	Construction bonds, 2d Div'n	600,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	88	2d Mortgage (convertible)	420,000	6	Jan. & July.	London.	1872	
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	86½	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1886		1st M. (State) \$75,000 a yr after '64	425,000	6	Ja. Ap. Ju. Oc.	"	66-71	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,265,300	7	"	"	1875		East Tennessee and Georgia:						
Income	1,192,300	7	Jan. & July.	"	67-70		Endorsed by State of Tennessee	189,480					
Central Pacific of California:							Mortgage (ordinary)	780,490					
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101	East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	109½	State of Tennessee Bonds	1,999,000	6	"	"		
Cheshire:							Endorsed by State of Tennessee	185,000					
Bonds of '75, '77, '80	673,300	6	Jan. & July.	Boston.	75-80	96	1st Mortgage (after State)	74,000					
Chicago, Burlington & Quincy:							2d Mortgage bonds	14,900					
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112	Elmira and Williamsport:						
" " " " " " " "	3,125,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Yan Bonds, dated Sept. 20, 1860	890,000	7	March & Sept.	"	1890		Five per cent bonds	870,000	8	April & Oct.	"		92
2d Mortgage, Inconvertible	941,000	4½	July.	Frankfort O.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	106	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	14,500	8	May & Nov.	"	1867		Evansville and Crawfordville:						
C. B. & Q. Scrip	419,250		Jan. & July.	Frankfort O.M.			Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1896	
Chicago and Alton:							Mortgage Bonds	150,000	6	Feb. & Aug.	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1896	106	Florida:						
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102½	Internal Improvement (State)	1,655,000	7	"	"	1881	
Income Bonds	1,700,000	7	April & Oct.	"	1883	94	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var, that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest.		Due.	Price.	Description.	Amount	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State). Free Land, 2d Mortgage.	\$300,000 200,000	7 8			1891 1891		Memphis and Charleston State (Tenn.) Loan	\$1,595,530	6	Jan. & July.	New York.	1892	
Galena and Chicago Union:							1st Mortgage	1,254,000	7	May & Nov.	"	1890	
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1892	101	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	96	Michigan Central:						
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convertible)	500,000	8	March & Sept.	"	1869	
Great Western, Ill.:							1st Mortgage (convert.) Dollar	1,777,000	8	"	N. Y. & Boston	1869	117
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102	1st Mortgage (convert.) Dollar	236,000	8	April & Oct.	"	1882	118
" Eastern	45,000	7	Feb. & Aug.	"	1888		1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	118
1st Mortgage whole line	2,500,000	7	"	"	1888	88	Mich. Southern and N'n Indiana:						
2d Mortgage	2,500,000	7	May & Nov.	"	1893	77	Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Hannibal and St. Joseph:							Goshen Air Line	637,000	7	Feb. & Aug.	"	1868	97
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	75-78	92	Detroit and Toledo	924,000	7	"	"	1876	96
Land Security	3,344,60	7	April & Oct.	"	1881	96	1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	"	1885	100
Convertible Bonds	822,000	7	Jan. & July.	"	1883	98	2d General Mortgage	2,693,000	7	"	"	1877	94
Harrisburg and Lancaster:							Milwaukee and St. Paul:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89	1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	92
Hartford and New Haven:							2d Mortgage	1,500,500	7	April & Oct.	"	1884	89
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Real Estate Purchase	135,500			"	1874	
Housatonic:							Milwaukee and Prairie du Chien:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	
Houston and Texas Central:							Minnesota and Pacific	1,206,000	7	Jan. & July.	"	1892	61
State (1st Lien) Loan	210,000						Real Estate						
Mortgage	125,000	7			1886		Mississippi Central:						
Hudson River:							1st Mortgage	1,246,000	7	May & Nov.	New York.		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	100	2d Mortgage	1,517,600	8	Feb. & Aug.	"		
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	105	Mississippi Central and Tenn.:						
2d Mortgage	1,840,000	7	May & Nov.	"	1875	101	State (Tenn.) Loan	529,000	6				
Convertible	1,002,000	7	"	"	1867	100	Mississippi and Missouri:						
Illinois Central:							1st Mortgage (convertible)	1,000,000	7		New York.		
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868		2d Mortgage (S. F.)	400,000	8		"		
Construction	5,090,500	7	April & Oct.	London.	1875		1st Land Grant	3,612,000	7		"		
Construction	2,499,000	6	"	New York.	1875	120	Mississippi and Tennessee:						
Redemption bonds	2,563,000	6	"	"	1890		Tennessee State Loan	167,200	6	Jan. & July.	New York.	1885	
Sterling Redemption bonds	363,000	7	"	London.	1875		1st Mortgage	600,000	6	"	"	1876	
Illinois and Southern Iowa:							Income Bonds	297,500	10	"	Memphis.	1870	
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Mobile and Ohio:						
Indiana Central:							Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Sterling (1st mort.) Bonds	4,187,000	6	"	London.		
Indianapolis and Cincinnati:							" " " "				Mobile		
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	93	Income Bonds of 1881	146,200	8	"	N. Y. & Mob.	1881	
Ind., Pittsburg and Cleveland:							" " " "	625,700	8	"	Mobile.	62-65	
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		" " " "	75,342	8	"	"		
2d Mortgage	347,000	7	"	"			" " " "				"		
Indianapolis and Madison:							Mongomery and West Point:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Mortgage (due 1863 and '65)	30,500	6			63-65	
Jeffersonville:							Mortgage	61,500	8			1866	
1st Mortgage	187,000	7	March & Sept.	New York.	1901	85	Bonds	100,000		Jan. & July.	"	1870	
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Bonds	290,200		"	"	1876	
Joliet and Chicago:							Bonds	639,500		"	"	1881	
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	101	Morris and Essex:						
Joliet and N. Indiana:							1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	101
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874		2d Mortgage	1,500,000	7	Feb. & Aug.	"	88	
Kennebec and Portland:							Muscogee:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		1st Mortgage	249,000	7				
2d Mortgage	230,000	6	"	Augusta.	1861		Nashville and Chattanooga:						
*Kentucky Centr. (Gov. and Lex.)							Mortgage (State endorsed)	1,500,000					
1st Mortgage	100,000	6					Naugatuck:						
2d Mortgage	200,000	7					1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
2d Mortgage (convertible)	1,000,000	7					*New Albany and Salem:						
Lehigh Valley:							1st Mortgage	2,235,000	6				
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	94	N. Hav. N. Lond. and Ston'ton						
La Crosse and Milwaukee:							2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		Extension	116,000	6	May & Nov.	"	1878	
Lackawanna and Bloomsburg:							New Haven and Northampton:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Lexington and Frankfort:							1st Mortgage (H. & Hamp.)	103,000	6		"		
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	69-74		New Jersey:						
Little Miami:							Company's (various)	850,000	6	Semi-annually.	New York.	var.	
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	New London Northern:						
Long Island:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
State Loan (S. F.)	100,000	6	Jan. & July.	New York	1876	92	Extension Bonds	72,800	6	March & Sept.	"	1885	
1st Mortgage	600,000	6	"	"	1870		N. Orleans, Jackson and Gt. North.						
Ext. bonds (Hunter's Point)	175,000	6	Feb. & Aug.	"	1890		1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		2d Mortgage Bonds	241,000					
Long Dock Co.:							N. Orleans, Opelousa and Gt. West.						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97	Louisiana State Loan	650,000	6				
Louisville and Frankfort:							New Orleans City Subscription	1,500,000	5				
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		1st Mort. Construction	1,730,600	8			1889	
1st Mortgage	120,000	6	"	"	68-78		New York Central:						
Louisville and Nashville:							Premium (S. F.) Bonds	6,189,984	6	May & Nov.	New York.	1883	96
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77		Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	107
Lebanon Branch 1st Mortgage	600,000	7	"	"	70-85		Exchanged S.F.'s (S. F.) Bonds	804,000	6	May & Nov.	"	1883	
Memphis Branch 1st Mortgage	267,000	7	"	"	70-75		" " " " (S. F.) Bonds	77,000	6	"	"	1883	
Hardtown and Louisville	30,000	7	"	"	1870		" " " " (S. F.) Bonds	165,000	6	"	"	1883	
City of Louisville bonds	1,074,000				66-87		Real Estate Bonds & Mortgages	131,215	7	var.	"	var.	
Louisville, Cin. and Lexington:							" " " "	45,560	6	"	"	1883	
1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July.	New York.	1897	86	Bonds of Aug. 1889, Convertible	453,000	7	Feb. & Aug.	"	1876	133
Maine Central:							Bonds of Oct. 1863, (S. F.)	2,900,000	6	June & Dec.	"	1887	95
Loan \$1,100,000	1,092,900	6			80-81		New York and Erie						
Loan \$400,000	314,100	6			70-71		1st Mortgage	3,000,000	7	May & Nov.	New York.	1887	104
McMinnville and Manchester.							2d Mortgage	4,000,000	7	March & Sept.	"	1879	103
State (Tenn.)	372,000	6					3d Mortgage	6,000,000	7	"	"	1888	94
Mortgage	24,000	7					4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
Marquette and Cincinnati:							5th Mortgage	925,500	7	June & Dec.	"	1888	89
1st Mortgage Bonds	2,368,388	7	Feb. & Aug.	Baltimore.	1891	92	Buffalo Branch	186,400	7	Jan. & July.	"	1891	
1st Mortgage Sterling	1,000,000	7	"	"	1891		Sterling Bonds	3,875,520			London.	1878	
2d Mortgage	300,000	7	May & Nov.	"	1888	77	New York and Harlem:						
Seloto & Hooking Val. R. mort.							1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	103
Memphis, Clarkesv. and Louisv.							Consolidated	1,000,000	7	Feb. & Aug.	"	1893	100
State (Tenn.) Loan	910,000	6					3d Mortgage	980,300	7	Jan. & July.	"	1867	92
Memphis and N. Main							New York and New Haven:						
State (Tenn.) Loan	240,000	6					Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	
							S. York, Providence and Boston:						
							1st Mortgage	500,000		Feb. & Aug.	New York	1875	90



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Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable		
North Carolina:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	"	"	1868	
Prof. Stock (see'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1874	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Jan. Ap. Ju. Oct.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	87
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	"	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	58,000	7	"	New York.	1874	
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	96
1st Mortgage—Western	850,000	7	"	"	1872	
2d Mortgage—Western	750,000	7	"	"	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1876	
2d Extension	570,500	8	May & Nov.	"	1873	79
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	94
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	91
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,283,840	6	"	London.	1876	
State Works Bonds	6,700,000	6	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersburg and Lynchburg (S. Side):						
1st Mortgage ('70-'76)	300,000	6	Jan. & July.	Petersburg.	'70-'76	
2d Mortgage (1882-'70-'72)	314,900	6	"	"	'62-'72	
Special Mortgage (1866-'68)	175,000	6	"	"	'65-'68	
2d Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69	
Phila., Germantown and Norris'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage (general)	6,000,000	6	"	"	1881	91
2d Mortgage	3,000,000	7	"	"	1886	80
3d Mortgage	4,000,000	6	"	"	1901	
Philadelphia and Reading:						
Bonds of 1836 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849	2,566,000	6	April & Oct.	"	1870	106
" 1861	106,000	6	Jan. & July.	"	1871	96
" 1863	1,625,800	6	"	"	1880	98
" 1864	804,000	6	"	"	1880	92
" 1868	101,000	6	"	"	1880	92
" 1869	67,000	6	"	"	1880	92
" 1867, (convertible)	171,500	6	"	"	1886	93
" 1868	238,000	7	"	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" (series B)	875,000	7	Feb. & Aug.	"	1912	
" (series C)	875,000	7	Mar. & Sept.	"	1912	
" (series D)	875,000	7	April & Oct.	"	1912	
" (series E)	875,000	7	May & Nov.	"	1912	
" (series F)	875,000	7	Jun. & Dec.	"	1912	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	98
" (series H)	860,000	7	Feb. & Aug.	"	1912	
" (series I)	860,000	7	Mar. & Sept.	"	1912	
" (series K)	860,000	7	April & Oct.	"	1912	
" (series L)	860,000	7	May & Nov.	"	1912	
" (series M)	860,000	7	June & Dec.	"	1912	98
3d Mortgage	2,000,000	7	April	"	1912	
Bridge Bonds	155,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potomac and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York.	1900	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	"	"	1888	
Equipment Bonds	296,000	7	"	"	1876	
Richmond, Fred. and Potomac:						
Sterling (\$27,000)	324,000	6			1860	
Richmond and Danville:						
Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	428,000	7	Feb. & Aug.	"	1875	73
Mortgage (Registered)	504,000	7	"	"	1873	73
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensburg:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1863	155
2d Mortgage	937,500	7	"	"	1863	66
3d Mortgage	440,000	7	"	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
2d Mortgage	148,000	7	"		1875	
Six per cents	75,912	6	"		1878	
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7	"		1860	
2d Mortgage	71,000	7	"		1870	
Registered Convertible	128,808	7	"		1873	
South Carolina:						
State Loan	187,000	6	"		1869	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	648,500	7	April & Oct.		'69-'71	
Sterl. 8 1/2 p'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do do do	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenville and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" (series B)	1,100,000	7	April & Oct.	"	1894	
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" (series D)	1,400,000	7	May & Nov.	"	1894	
" Income (series E)	1,700,000	7	"	"	1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	83
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	62
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	84
2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Sinking Fund Bds (T. W. & W.)	252,000	7	April & Oct.	"	1871	86
Equipment bonds (T. W. & W.)	600,000	7	May & Nov.	New York.	1883	73
Coupol. mort. (T. W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	79
2d Mortgage Coupon	1,600,000	7	Jan. & July.	"	1867	42
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	"	Richm'd	1872	
Mortgage (coupons)	983,000	6	"	New York.	1884	
State Loan 1859-'60	210,000	6	"	Richmond.		
Coupon bonds of 1865	53,000	8	"	"	1876	
Funding Interest bonds	185,089	8	"	"	'70-'77	
Dividend bonds	121,227	6	"	"	'68-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	"	"	1878	
3d or Income Mortgage	314,500	6	"	"	1865	56
Enlarged Mortgage	593,800	6	"	"	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (\$280,000)	4,319,520	6	April & Oct.	London.	'68-'71	
Dollar Bonds	936,600	6	"	Boston.	1875	100
West Jersey:						
1st Mortgage	235,000	6	March & Sep.	Camden.	1883	92
2d Mortgage	780,000	7	"	Philadelphia.	1896	
Western Maryland:						
1st Mortgage	190,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	"	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1896	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	598,000	7	June & Dec.	New York.	1866	
2d Mortgage	900,000	7	May & Nov.	"	1873	
Income Bonds	169,000	7	March & Sept.	"	1864	
Wilmington and Weldon:						
Sterling Bonds	576,837	6		London.	1861	
	179,777				1896	

## RAILROAD SHARE LIST, INCLUDING MILEAGE, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "v."

Abstract of General Balance Sheet.																									
Years ending.	Railroad				Rolling Stock.				Property and Assets.				Liabilities.				Operations.				Earnings.				Value of Shares.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	Freight.	Car.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passenger.	Freight.	Net.	Dividends.	Par.	P. & C.	
Sept. 30, 1897	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Oct. 31, 1897	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Nov. 30, 1897	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Dec. 31, 1897	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Jan. 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Feb. 28, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Mar. 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Apr. 30, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
May 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
June 30, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
July 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Aug. 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Sept. 30, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Oct. 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Nov. 30, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Dec. 31, 1898	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Jan. 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Feb. 28, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Mar. 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Apr. 30, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
May 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
June 30, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
July 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Aug. 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Sept. 30, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Oct. 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Nov. 30, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Dec. 31, 1899	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Jan. 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Feb. 28, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Mar. 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Apr. 30, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
May 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
June 30, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
July 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Aug. 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Sept. 30, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Oct. 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Nov. 30, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Dec. 31, 1900	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0
Jan. 31, 1901	25.0	114.6	68.0	88.7	25.0	114.6	68.0	88.7	25.0	111															



Dec. 31, 1897	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,257	187,511,
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An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Years ending		Main Line.		Branch Line.		2d Track and Sidings.		Railroad in progress.		Engines.		Cars.		Rolling Stock.		Property and Assets.		Liabilities.				Railroad Operated.		Operations.		Earnings.		Value of Shares.	
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Feb. 29, 1868	Feb. 28, 1867	Feb. 27, 1866	Feb. 26, 1865	Feb. 25, 1864	Feb. 24, 1863	Feb. 23, 1862	Feb. 22, 1861	Feb. 21, 1860	Feb. 20, 1859	Feb. 19, 1858	Feb. 18, 1857	Feb. 17, 1856	Feb. 16, 1855	Feb. 15, 1854	Feb. 14, 1853	Feb. 13, 1852	Feb. 12, 1851	Feb. 11, 1850	Feb. 10, 1849	Feb. 9, 1848	Feb. 8, 1847	Feb. 7, 1846	Feb. 6, 1845	Feb. 5, 1844	Feb. 4, 1843	Feb. 3, 1842	Feb. 2, 1841	Feb. 1, 1840	Feb. 31, 1839	Feb. 30, 1838	Feb. 29, 1837	Feb. 28, 1836	Feb. 27, 1835	Feb. 26, 1834	Feb. 25, 1833	Feb. 24, 1832	Feb. 23, 1831	Feb. 22, 1830	Feb. 21, 1829	Feb. 20, 1828	Feb. 19, 1827	Feb. 18, 1826	Feb. 17, 1825	Feb. 16, 1824	Feb. 15, 1823	Feb. 14, 1822	Feb. 13, 1821	Feb. 12, 1820	Feb. 11, 1819	Feb. 10, 1818	Feb. 9, 1817	Feb. 8, 1816	Feb. 7, 1815	Feb. 6, 1814	Feb. 5, 1813	Feb. 4, 1812	Feb. 3, 1811	Feb. 2, 1810	Feb. 1, 1809	Feb. 31, 1808	Feb. 30, 1807	Feb. 29, 1806	Feb. 28, 1805	Feb. 27, 1804	Feb. 26, 1803	Feb. 25, 1802	Feb. 24, 1801	Feb. 23, 1800	Feb. 22, 1799	Feb. 21, 1798	Feb. 20, 1797	Feb. 19, 1796	Feb. 18, 1795	Feb. 17, 1794	Feb. 16, 1793	Feb. 15, 1792	Feb. 14, 1791	Feb. 13, 1790	Feb. 12, 1789	Feb. 11, 1788	Feb. 10, 1787	Feb. 9, 1786	Feb. 8, 1785	Feb. 7, 1784	Feb. 6, 1783	Feb. 5, 1782	Feb. 4, 1781	Feb. 3, 1780	Feb. 2, 1779	Feb. 1, 1778	Feb. 31, 1777	Feb. 30, 1776	Feb. 29, 1775	Feb. 28, 1774	Feb. 27, 1773	Feb. 26, 1772	Feb. 25, 1771	Feb. 24, 1770	Feb. 23, 1769	Feb. 22, 1768	Feb. 21, 1767	Feb. 20, 1766	Feb. 19, 1765	Feb. 18, 1764	Feb. 17, 1763	Feb. 16, 1762	Feb. 15, 1761	Feb. 14, 1760	Feb. 13, 1759	Feb. 12, 1758	Feb. 11, 1757	Feb. 10, 1756	Feb. 9, 1755	Feb. 8, 1754	Feb. 7, 1753	Feb. 6, 1752	Feb. 5, 1751	Feb. 4, 1750	Feb. 3, 1749	Feb. 2, 1748	Feb. 1, 1747	Feb. 31, 1746	Feb. 30, 1745	Feb. 29, 1744	Feb. 28, 1743	Feb. 27, 1742	Feb. 26, 1741	Feb. 25, 1740	Feb. 24, 1739	Feb. 23, 1738	Feb. 22, 1737	Feb. 21, 1736	Feb. 20, 1735	Feb. 19, 1734	Feb. 18, 1733	Feb. 17, 1732	Feb. 16, 1731	Feb. 15, 1730	Feb. 14, 1729	Feb. 13, 1728	Feb. 12, 1727	Feb. 11, 1726	Feb. 10, 1725	Feb. 9, 1724	Feb. 8, 1723	Feb. 7, 1722	Feb. 6, 1721	Feb. 5, 1720	Feb. 4, 1719	Feb. 3, 1718	Feb. 2, 1717	Feb. 1, 1716	Feb. 31, 1715	Feb. 30, 1714	Feb. 29, 1713	Feb. 28, 1712	Feb. 27, 1711	Feb. 26, 1710	Feb. 25, 1709	Feb. 24, 1708	Feb. 23, 1707	Feb. 22, 1706	Feb. 21, 1705	Feb. 20, 1704	Feb. 19, 1703	Feb. 18, 1702	Feb. 17, 1701	Feb. 16, 1700	Feb. 15, 1699	Feb. 14, 1698	Feb. 13, 1697	Feb. 12, 1696	Feb. 11, 1695	Feb. 10, 1694	Feb. 9, 1693	Feb. 8, 1692	Feb. 7, 1691	Feb. 6, 1690	Feb. 5, 1689	Feb. 4, 1688	Feb. 3, 1687	Feb. 2, 1686	Feb. 1, 1685	Feb. 31, 1684	Feb. 30, 1683	Feb. 29, 1682	Feb. 28, 1681	Feb. 27, 1680	Feb. 26, 1679	Feb. 25, 1678	Feb. 24, 1677	Feb. 23, 1676	Feb. 22, 1675	Feb. 21, 1674	Feb. 20, 1673	Feb. 19, 1672	Feb. 18, 1671	Feb. 17, 1670	Feb. 16, 1669	Feb. 15, 1668	Feb. 14, 1667	Feb. 13, 1666	Feb. 12, 1665	Feb. 11, 1664	Feb. 10, 1663	Feb. 9, 1662	Feb. 8, 1661	Feb. 7, 1660	Feb. 6, 1659	Feb. 5, 1658	Feb. 4, 1657	Feb. 3, 1656	Feb. 2, 1655	Feb. 1, 1654	Feb. 31, 1653	Feb. 30, 1652	Feb. 29, 1651	Feb. 28, 1650	Feb. 27, 1649	Feb. 26, 1648	Feb. 25, 1647	Feb. 24, 1646	Feb. 23, 1645	Feb. 22, 1644	Feb. 21, 1643	Feb. 20, 1642	Feb. 19, 1641	Feb. 18, 1640	Feb. 17, 1639	Feb. 16, 1638	Feb. 15, 1637	Feb. 14, 1636	Feb. 13, 1635	Feb. 12, 1634	Feb. 11, 1633	Feb. 10, 1632	Feb. 9, 1631	Feb. 8, 1630	Feb. 7, 1629	Feb. 6, 1628	Feb. 5, 1627	Feb. 4, 1626	Feb. 3, 1625	Feb. 2
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## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length completed: equal to in single yr.	In progress or projected.	Equip- ment.	Compa- nies.	Cost of Road and Equip- ment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.			
	m.	in.	No.	No.									
<b>MASSACHUSETTS.</b>													
30 Nov. '67	3.53				110,000	110,000			8,800	7,398	6.8		37
30 Nov. '67	6.84		285	38	402,488	325,000		64,336	187,427	29,460	9.5		58
30 Nov. '67	28.31				877,694	727,800	150,000	94	1,688	27,268	5,588	9.0	99
30 Nov. '67	8.99		48	8	66,908	55,880			27,268	5,588			10
30 Nov. '67	12.50		106	32	289,428	200,000	50,000	48,984	154,987	loss.			25
0 Nov. '67	3.60				60,246	200,000	58,768	24,138	loss.				25
30 Nov. '67	3.08				91,543	94,200			23,442	2,240			50
30 Nov. '67	42.99		791	166	36,600	21,000	8,000	183,198	788,706	129,635	10		64
30 Nov. '67	7.21		254	42	1,523,228	1,250,000		79,694	188,685	10,087			68
30 Nov. '67	3.25		23	7	499,685	400,000	41,589	2,818	14,273	1,125			
30 Nov. '67	2.13		6	2	300,000	300,000		13,500	loss.				
30 Nov. '67	6.45		55	9	27,242	17,300		36,687	loss.				
30 Nov. '67	7.10		50	17	136,840	71,600	66,424	57,692	28,226	loss.			
30 Nov. '67	3.74		10	3	195,817	160,000	32,400	6,268	5,500	4,500	6		39
30 Nov. '67	2.61		12	3	75,000	75,000			5,500	4,500	6		39
30 Nov. '67	6.84				37,800	33,000			5,500	4,500	6		39
30 Nov. '67	2.76		440	68	95,000	5,000	(Inc. in Mal. & Melrose.)	117,842	368,851	13,015	8		58
30 Nov. '67	4.06		44	9	303,870	200,000	24,000	238	4,300	3,867	4		
					62,152	58,300							
					89,673	75,800	72,000	26,000					
<b>CONNECTICUT.</b>													
31 Jan. '64	3.0	3.0	45	7	100,000	100,000					8		
31 Dec. '62	8.5		11	3	300,000	300,000							
<b>NEW YORK.</b>													
30 Sep. '67	7.37		87	6	139,414	98,000	40,000		71,861	15,878	100		
30 Sep. '67	12.00		53	37	1,746,441	900,000	694,000	44,749	298,418	56,543	100		
30 Sep. '67	10.76				280,561	200,000	85,000	10,015	107,736	28,744	8		
30 Sep. '67	15.01		103	37	508,318	210,000	150,000		687,483	253,214	34		
30 Sep. '67	8.00		207	17	166,289	99,850	80,000	85,172	27,263	3,994	100		
30 Sep. '67	70.00		17	1	1,800,813	1,500,000	300,000		1,313,99	195,907	12		
30 Sep. '67	11.30		49	14	563,340	400,000	200,000	20,587	129,267	14,852	100		
30 Sep. '67	4.12		14	14	125,586	107,700	45,000		15,055	6,352	100		
30 Sep. '67	24.00		57	23	996,783	488,100	498,810	47,303	192,290	9,470	100		
30 Sep. '67	8.15				184,387	50,000	50,000	109,500	76,683	24,455	100		
30 Sep. '67	1.76				29,130	21,180	6,000	1,400	17,566	4,786	84		
30 Sep. '67	24.00		121	14	1,629,063	1,031,500	550,000	54,827	581,915	16,283	100		
30 Sep. '67	14.82				644,672	500,000	141,000	47,727	118,307	226	100		
30 Sep. '67	2.69		201	1	678,114	1,200,000	672,000	15,000	582,532	89,310	5		
30 Sep. '67	18.00		162		1,420,972	1,000,000	203,000		792,574	139,095	12		
30 Sep. '67	10.24		49		1,041,204	748,000	260,000	300,999	94,714	5	100		
30 Sep. '67	5.50				112,000	170,000	38,000	5,000	74,420	19,793	94		
30 Sep. '67	3.00				42,194	42,500			8,765	419	100		
30 Sep. '67	8.36				144,000	44,390	100,600	8,900	68,603	4,578	100		
30 Sep. '67	10.00		21	3	227,400	95,900	124,000	7,600	27,600	1,520	100		
30 Sep. '67	3.56				78,510	78,000			24,961	4,000	100		
30 Sep. '67	7.00		17		261,500	191,500	184,000	4,000	24,961	4,000	100		
30 Sep. '67	12.20		38		466,295	797,320	187,000		92,671	16,881	100		
30 Sep. '67	6.76				118,083	80,000	40,000	1,247	68,870	3,345	100		
30 Sep. '67	10.00		41		286,061	133,400	100,000	18,000	48,259	1,501	100		
30 Sep. '67	18.00				1,416,512	800,000	700,000	187,690	458,945	9,470	100		
30 Sep. '67	8.37		81		1,571,214	750,000	186,000		568,166	78,564	10		40
30 Sep. '67	5.33				88,878	67,780	20,000				100		
30 Sep. '67	2.07				25,038	25,000	25,000		13,075	5,046	20		
30 Sep. '67	4.37				31,060	31,000			6,596	1,176	5		
30 Sep. '67	18.00		180		2,453,404	1,170,000	1,300,000	50,000	189,943	232,222	12		
30 Sep. '67	3.33				71,952	44,150	19,000	11,233	12,446	2,140	100		
30 Sep. '67	15.50				801,288	121,172	198,500	1,200	76,179	14,707	100		
30 Sep. '67	2.25		4		87,000	75,000	12,000	1,534	17,395	2,267	100		
30 Sep. '67	15.52				294,388	240,000	134,000	2,700	104,223	14,721	9		100
<b>NEW JERSEY.</b>													
31 Dec. '62	5.32		7		32,000	30,000		2,000					
31 Dec. '62	5.06	2.50	8		134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47												
31 Dec. '62	17.00		150	22	618,296	287,550	300,000	30,750	124,679	30,566	50		
31 Dec. '62	6.80		8		100,000	40,000	60,000						
<b>PENNSYLVANIA.</b>													
31 Oct. '67	9.23		187	26	230,480	166,000	56,300	7,700	144,008	59,180	24		50
31 Oct. '67	1.63		10	2	22,422	24,500	500		4,971	428	2		25
31 Oct. '67	10.50				138,267	99,635	50,000	11,664	15,786	loss.	5		50
31 Oct. '67	16.37		272	40	766,491	491,850	200,000		295,142	56,996	5		50
31 Oct. '67	34.25		367	59	542,270	112,245	350,000	20,000	284,574	63,582	28		50
31 Oct. '67	5.40		120	25	170,864	170,000			112,204	16,778	12		50
31 Oct. '67	4.84		197	33	234,463	150,000	100,000		170,439	9,604	10		50
31 Oct. '67	2.00		18	6	67,948	41,995	9,750	2,248	9,777	loss.	25		50
31 Oct. '67	7.25		103	18	162,957	90,000	60,200	7,900	66,529	13,046	25		11
31 Oct. '67	3.00		9	1	34,800	34,800			4,000	2,392	100		
31 Oct. '67	7.08		277	45	436,911	225,000	150,000	61,911	226,014	63,911	10		50
31 Oct. '67	6.61		50	10	250,419	160,000	80,000		88,271	9,462	12		50
31 Oct. '67	8.50		125	19	286,583	285,307			93,888	28,343	3		50
31 Oct. '67	8.75		163	28	146,895	110,000	35,000	24,916	188,501	22,495	10		50
31 Oct. '67	3.90		71	12	82,806	76,000	10,000	10,000	14,862	21,560	11		50
31 Oct. '67	8.00		58	12	179,635	120,500	63,200		40,799	6,725	2		50
31 Oct. '67	3.96				47,463	50,000					50		
31 Oct. '67	19.50		489	72	487,336	389,007	114,200	68,088	408,156	105,448	18		50
31 Oct. '67	5.62		100	13	114,368	130,000			69,627	11,284	4		50
31 Oct. '67	7.00		104	32	176,049	192,750			131,728	32,160	31		50
31 Oct. '67	6.25		145	28	uncertain				208,848	34,648	3		50
31 Oct. '67	25.00		529	70	764,927	400,000	300,000		266,248	42,591	7		50
31 Oct. '67	6.00		341	66	479,766	375,000	100,000		231,058	50,692	10		50
31 Oct. '67	4.13		18	4	70,285	49,800		8,500	12,119	7,423	50		50
31 Oct. '67	1.02		10	4	20,367	15,000	5,000	1,137	5,665	1,319	25		
<b>MARYLAND.</b>													
31 Dec. '62	21.00		340	50	700,000	670,000		31,549	229,059	21,055			
<b>OHIO.</b>													
31 Dec. '62	5.00				151,913	150,000							
31 Dec. '62	5.00				111,412	100,000							
31 Dec. '62	3.81				69,837	50,000							





## New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2

## FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	108	108	109	106	105
U. S. 6s, 1871, coup.	108	108	109	106	105
U. S. 6s, 1874, reg.	108	108	109	106	105
U. S. 6s, 1874, coup.	108	108	109	106	105
U. S. 6s, 10-40s, coup.	108	108	109	106	105
U. S. 6s, 1881, reg.	113	114	114	113	114
U. S. 6s, 1881, coup.	113	114	114	113	114
U. S. 6s, '81, O. W. L. y.	114	114	114	114	114
U. S. 6s, 1881, "y.	114	114	114	114	114
U. S. 6s, 5-20s, reg. '62	108	108	108	108	108
U. S. 6s, 5-20s, c. '62	113	114	114	113	114
U. S. 6s, 5-20s, reg. '64	108	108	108	108	108
U. S. 6s, 5-20s, c. '64	110	110	109	109	109
U. S. 6s, 5-20s, reg. '65	108	108	108	108	108
U. S. 6s, 5-20s, c. '65	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65	108	108	108	108	108
U. S. 6s, 5-20s, c. n. '65	108	108	108	108	108
U. S. 6s, 5-20s, reg. '67	108	108	108	108	108
U. S. 6s, 5-20s, c. '67	108	108	108	108	108
U. S. 6s, 5-20s, reg. '68	108	108	108	108	108
U. S. 6s, 5-20s, c. '68	108	108	108	108	108
U. S. 6s, Pac. R. R. issue	100	100	100	100	100

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

W. 26. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.

Delaware	33	33	33	33	33
Camden & Amboy	129	129	129	129	129
" " 6s, '70	88	88	88	88	88
" " 6s, '75	88	88	88	88	88
" " 6s, '83	88	88	88	88	88
" " 6s, '89	88	88	88	88	88
" mort. 6s, '89	98	98	98	98	98
Himra & Wmsport	30	30	30	30	30
" " pref.	30	30	30	30	30
" " 7s	30	30	30	30	30
Lehigh Navigation	21	21	21	21	21
" " 6s, '84	82	82	82	82	82
" " Gold L.	87	87	87	87	87
" " R. R. L. 5s	84	84	84	84	84
Lehigh Valley R. R.	54	54	54	54	54
" " 6s	45	45	45	45	45
Little Schuylkill R. R.	56	56	56	56	56
" " 7s	57	57	57	57	57
Minchill	57	57	57	57	57
Morris Canal	70	70	70	70	70
" " pref.	70	70	70	70	70
" " 6s, '76	70	70	70	70	70
North Pennsylvania	90	90	90	90	90
" " 6s	78	78	78	78	78
" " 10s	78	78	78	78	78
Northern Central	53	53	53	53	53
Pennsylvania R. R.	53	53	53	53	53
" " 1st m.	99	99	99	99	99
" " 2d m.	104	104	104	104	104
Penn. State, 6s 1st series	104	104	104	104	104
" " 6s, 2d series	104	104	104	104	104
" " 6s, 3d series	104	104	104	104	104
" " 6s, W. L.	102	102	102	102	102
Philadelphia City, 6s	102	102	102	102	102
" " new	102	102	102	102	102
Philad. Germ. & Nor.	70	70	70	70	70
Phila. & Reading	45	45	45	45	45
" " 6s, '70	45	45	45	45	45
Philadelphia & Erie	25	25	25	25	25
" " 6s	25	25	25	25	25
Schuylkill Navigation	19	19	19	19	19
" " pref.	19	19	19	19	19
" " 6s, '82	70	70	70	70	70
" " 6s, '76	70	70	70	70	70
" " 6s, '72	70	70	70	70	70
Susq. Canal	14	14	14	14	14
" " 6s, '78	14	14	14	14	14
Union Canal, pref.	14	14	14	14	14
" " 6s, '83	14	14	14	14	14
Wyoming Valley Canal	10	10	10	10	10
" " bonds	10	10	10	10	10
Hestonville, (Horse)	10	10	10	10	10
Chestnut & Wal.	49	49	49	49	49
Green & Coates	63	63	63	63	63
2d and 3d streets	63	63	63	63	63
Grange & Pine	15	15	15	15	15
15th and 16th sta.	15	15	15	15	15

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

W. 26. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.

Baltimore City 6s, 1875	98	98	98	98	98
" " 1886	97	97	97	97	97
" " 1890, 97	97	97	97	97	97
" " 1893	97	97	97	97	97
Balt. and Ohio	123	123	123	123	123
" " b'ds '75	98	98	98	98	98
" " " '80	98	98	98	98	98
" " " '85	98	98	98	98	98
Marietta & Cin. 1st m.	92	92	92	92	92
" " 2d m.	70	70	70	70	70
Northern Central	47	47	47	47	47
" " b'ds, 1886	47	47	47	47	47
" " " 1900	47	47	47	47	47
N. W. Va. 1st mort.	15	15	15	15	15
" " 2d mort.	15	15	15	15	15
" " 3d mort.	15	15	15	15	15
City Passenger R. R.	15	15	15	15	15

## Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2

Boston and Albany	146	146	146	146	146
Boston and Lowell	136	136	136	136	136
Boston and Maine	136	136	136	136	136
Boston and Providence	22	22	22	22	22
Boston, Hartford & Erie	22	22	22	22	22
Cheshire, pref.	69	69	69	69	69
Concord	121	121	121	121	121
Connecticut River	132	132	132	132	132
Eastern	132	132	132	132	132
Fitchburg	132	132	132	132	132
Manchester & Lowell	119	119	119	119	119
Michigan Central	116	116	116	116	116
Northern, N. H.	71	71	71	71	71
Ogdens & Lake Champlain	71	71	71	71	71
Old Colony & Newport	99	99	99	99	99
Ph. W. & Baltimore	103	103	103	103	103
Port'd, Saco & Portland	103	103	103	103	103
Vermont & Canada	103	103	103	103	103
Vermont & Mass.	59	59	59	59	59
Broadway (Horse)	100	100	100	100	100
Cambridge	65	65	65	65	65
Metropolitan	101	101	101	101	101
Middlesex	19	19	19	19	19
Central Mining Co.	19	19	19	19	19
Copper Falls	19	19	19	19	19
Franklin	19	19	19	19	19
Huron	19	19	19	19	19
Ile Royale	19	19	19	19	19
National	19	19	19	19	19
Minnesota	19	19	19	19	19
Pewabic	19	19	19	19	19
Pittsburg	19	19	19	19	19
Quincy	19	19	19	19	19
Rockland	19	19	19	19	19

## London Stock Exchange.

The following were the closing prices for American Securities Aug. 14 and 21:

	Closing Price	Aug. 14	Aug. 21
United States, 5-20s, 6 per cent 1882	71	71	71
Do. do. 6 do. 1884	69	69	69
Do. do. 6 do. 1885	70	70	70
Do. do. 6 do. 1886	87	87	87
Virginia State, 5 per cent	52	52	52
Do. 6 per cent	52	52	52
Atl. & Gt. Western, N. Y. sec., 1st	65	65	65
mort., 1880, 7 per cent	65	65	65
Do. do., 2d mort., 1881	65	65	65
Do. Penn., 1st mort., 1877	65	65	65
Do. do., 2d mort., 1882	65	65	65
Do. consold. mort. bonds, 1890	38	38	38
Detroit and Mil. 1st mort. 7 p. c. 1864	62	62	62
Erie shares, \$100 (all paid)	35	35	35
Do. at 100, 6 p. c. conv. bonds	72	72	72
Illinois Central, 6 p. c., 1875	90	90	90
Do., \$100 shares (all paid)	92	92	92
Do., 7 p. c., 1875	78	78	78
Marietta & Cin. R. R. bonds, 7 p. c.	69	69	69
Panama R. R. 2d mort., 1882, 7 p. c.	105	105	105
Penn. R. R. bonds, 2d mort. con. 6 p. c.	95	95	95

## American Railroad Journal.

Saturday, September 5, 1868.

## Stock Exchange and Money Market.

The Money Market has been working in favor of borrowers, since our last. The offerings of capital have been on the increase, and lenders have been more eager to place balances in a temporary form, even at the low rates, now current in the street. The West has ceased, at least, for the present, to draw on this point for currency, to any considerable extent, and no further important remittances to the interior are likely to be made before the middle or close of the month. The demand for and from speculative sources has been moderate, and has been freely met at from 3@5, generally at 3@4 per cent. per annum. There has been comparatively little activity in the discount line. The available supply of prime short date business paper has been quite moderate, while the inquiry for it has been light at from 6@7 per cent. per annum. The U. S. Sub-Treasury augmented its cash reserve over 6½ millions, during the week. The city banks, on the other hand, reported a decrease of \$6,100,759 in deposits, \$2,819,573 in the specie board, and \$2,000,269 in the legal tender reserve. They reduced their loans

nearly 8½ millions, and their circulation \$25,488. The banks now owe on account of deposit, and circulation \$244,446,785, while they hold of gold and legal tender notes, the sum of \$84,706,484, or about 23½ millions more than the amount required by law to be kept in reserve, to meet anticipated claims.

The specie reserve of the city banks is now \$16,949,108, against \$7,271,595 same time last year. The city bank deposits are now \$210,834,646, against \$190,832,315 week ending Aug. 31, 1867. The legal tender reserve amounts to \$67,757,376, against \$67,932,571 same time last year. The circulation now stands at \$34,112,139, against \$33,715,128 same time last year. The loans are now \$271,780,726, against \$247,877,662 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$80,130,844 a day, against a daily average of \$101,718,092 the preceding week, and \$80,422,325 the week ending with Aug. 15, 1868. The current week's exchanges average about \$78,000,000 a day. The city banks, last week, lost \$2,819,573 of specie, \$2,000,269 of legal tender, and \$6,100,759 of deposits. They reduced their loans, \$3,465,055; and their circulation, \$25,488.

The New York Gold Exchange Bank reports for the week ending Saturday, the 29th day of Aug., 1868, the average amount of loans and discounts as \$1,145,504; average amount of specie, \$594,893; average amount of deposits, \$1,177,547.

The Philadelphia Bank movement the past week shows an increase in loans of \$103,750; a decrease of \$2,918 in specie; a decrease in legal tenders of \$197,370; a decrease of \$474,870 in deposits; and a decrease of \$779 in circulation. The Bank Clearings show a decrease of \$1,355,402, and the balances, an increase of \$491,581.

The outstanding amount of coin certificates on the 1st of Aug., was \$22,414,000, against \$20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$407,000, and retired \$2,911,881 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached \$9,075,920.

The U. S. Sub-Treasury receipts, week ending with Aug. 29, were \$14,009,491, including \$3,039,881 from customs duties; payments, \$7,722,332, including \$165,000 of coin interest; balance at the close of the week, \$92,163,852, against \$85,876,692, at the close of the preceding week, showing an increase of \$6,287,159. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,350,944 including \$533,000 from customs; and payments, \$5,959,342; on Tuesday, receipts, \$1,467,580 including \$533,854 from customs, and payments, \$1,094,253. The balance at the close of business on Tuesday stood at \$87,298,778, against \$90,416,660, a week previous; and \$83,693,437, on Aug. 19, 1868. The aggregate receipts of the office from all sources in August, were \$31,253,235; aggregate payments, \$73,830,968. The balance on the 1st inst., was about 7¼ millions more than on the 1st ult., which amounted to \$80,133,186.

National Bank notes to the amount of \$33,600 were issued last week by the Treasury Department, making the total issue to 1,673 banks

thus far, amount to \$309,465,806, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,567,036, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,898,570. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,823,300; and for the public deposits, \$38,052,350—making a total of \$379,875,650. The Treasury Department last week redeemed and destroyed \$500,500 of worn and mutilated fractional currency, and issued \$411,591 of new. The outstanding amount of fractional currency on the 1st of August was \$31,867,818, against \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues have been fairly productive, through the past week, in both forms of excises and customs. The excises, last week, yielded some 4½ millions; customs at the port of New York, \$3,029,881, and at the outports about \$1,000,000 (in coin) more, making the grand total income for the week equal to about \$10,358,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$34,000,000.

Gold has been much less freely dealt in, and there has been less buoyancy in the speculation. The demand from importers for custom house purposes has been the main regular call for coin. The export inquiry has been quite limited, and there has been very little doing on speculative account. The extremes of the week have been 143¼@145¼, and the latest quotations were 144¾@144¾. Government withdrew over three millions of coin and coin certificates, from the open market, in the form of customs. It disbursed only \$165,000 of coin interest. During the current week it has been paying the September interest on the 10-40 loan, amounting to near five million dollars. The specie exports, last week, were only \$492,034, thus far, this week, \$350,000. The California steamer delivered here on Saturday \$502,376 in gold. On Tuesday the 1st inst., the Government Office disbursed about 1¼ millions of coin interest.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,999,333, against \$2,149,809 same time last year. The customs demand for Gold last week, averaged \$506,647 a day; thus far, this week, it has been equal to \$583,000 a day, or equal to a weekly aggregate of \$3,198,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$43,324 and from California, \$502,376. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$77,971,966, against \$83,054,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$28,862,424, against \$19,939,520, in 1867, showing an increase thus far in 1868, of \$8,862,904. The exports of specie, from this port, last week, were \$492,034, against \$108,792 same week last year;

total, since Jan. 1, 1868, \$64,379,144, against \$39,975,968 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$165,000; since Jan. 1, 1868, \$60,130,581, against \$40,558,765. The specie exports from San Francisco, from Jan. 1, to Aug. 13, 1868, were \$25,762,879, against \$26,458,350 same time last year.

Government received \$5,173,736 from customs at the port of San Francisco, from Jan. 1, to Aug. 13, against \$4,612,598 same time in the preceding year.

Foreign exchange has been in fair supply and light demand at less firm prices. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@109½, and on Paris to 5.22½c.@5.17½; sight bills on London to 109¼@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,827,891, against \$2,558,807, same week last year; total, since Jan. 1, 1868, \$111,458,100, against \$124,978,938 in 1867.

Government securities have been fairly active, throughout the week, and were particularly so on the closing day, at generally well supported prices. On Tuesday there were few orders of any considerable magnitude executed, and under a temporary pressure to realize, partly on short account, the market yielded a fraction. The following day's transactions were on an extensive scale, particularly in the later issues of the Five-twenties leading to a fresh advance of ¼@½ per cent. from the lowest figures of the week. Washington advices intimate that the public debt exhibit, for September 1, will show an increase of about five or six millions in the aggregate of the National obligations.

U. S. sixes of 1881 closed here on Wednesday at 114¼@114¾; U. S. Five-twenties of 1862, 114@114¼; U. S. Five-twenties of 1864 at 109½@109¾; U. S. Five-twenties of 1865 at 111½@111¾; U. S. Five-twenties of 1865, consolidated, 108½@108¾; U. S. Five-twenties of 1867, 108½@108¾; U. S. Five-twenties of 1868, 108¾@108¾; U. S. Ten-forties at 105¼@105¾ ex Sept. interest; U. S. Six per cent. currency bonds, 100@101. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

September, 1865.. 118¾ | October, 1865.... 118¾

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 19.	Aug. 26.	Sept. 2.
Consols.....	94½	94½	94
U. S. 5-20's of 1862..	71¾	71¾	71¾
Erie.....	31¾	32	31
Ill. Central.....	91¼	91¾	91½

Railway and miscellaneous stocks have been more confidently dealt in, as a rule, since our last, at generally buoyant prices. The most notable rise and widest fluctuations were in the Western stocks, which were quite freely dealt in. New York Central was firmer, and in much more general request. Erie was unusually variable, and on the whole, weak in price. Outside of a particular clique, few street operations evinced any disposition to deal in it at all.

There has been less activity in domestic pro-

duce. Breadstuffs closed in favor of buyers. Provisions have been quoted rather firmer. Cotton has been unusually steady. Middling upland cotton closed pretty briskly on Wednesday at 30½ cents per lb. The stock of cotton now here is estimated at about 24,000 bales. The receipts at the port this week, have averaged only about 400 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,228,194 bales, against 1,892,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 40,000 bales, against 80,000 bales same date last year. At the Live Stock market, this week, Beeves have been more active at from 11@17½c. per lb.; week's receipts, 4,967. Veal calves have been in fair request at from 7½@12c. per lb.; receipts, 1,447. Sheep and lambs in good demand, ranging from 3@7c., and 7@8¾c., respectively; receipts, 31,458. Swine have been quite active at from 9¼@11½c. per lb., all live weight; receipts, 15,242. Foreign merchandise has been more sought after, but buyers have had any existing advantage. The total imports of foreign dry goods, last week, were \$3,126,200, and the total amount marketed \$3,388,311. The value of foreign merchandise imported last week, was \$3,072,307—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,198,507, against \$6,362,630 same week last year; from Jan. 1, 1868, \$171,341,129, against \$179,3164 48 same time in 1867. The freight market has been fairly, and rates have been quoted rather firmer. For Liverpool we quote flour at 1s. 4½d. by sail, and 1s. 6d. @1s. 7½d. by steamer, per bbl.; grain at 3d. by sail, and 4@4½d. by steamer, per bushel; cotton at ½d.@¾d. by sail, and ¾d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 458.

The New York exports, exclusive of specie, for the week ending Sept. 1, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$2,558,807	\$2,827,891
Prev. reported.....	122,420,131	108,630,209

Since January 1.....\$124,978,938 \$111,458,100

The imports for the week ending August 31, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$3,311,311	\$3,126,200
Gen. merchandise.....	3,051,279	3,072,307

Total for the week....	\$6,362,590	\$6,198,507
Previously reported....	164,815,468	162,176,815

Since January 1.....\$171,178,058 \$168,375,322

The balance in the Sub-Treasury on Wednesday was \$87,301,306 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., W. D., 82¼; do., E. D., 83; Milwaukee and St. Paul 8s, 102½; Chicago and Milwaukee 1st mort., 89; Cleve., Col. and Ind. Central 1st mort., 78; Dubuque and Sioux City 1st mort., 91; Jersey City W. L., 94; Alabama 8s, 86; Hannibal and St. Joseph R. R., 87; do., pref., 87½; Norwich and Worcester R. R., 91; Adams' Ex-



press, 49½; Wells-Fargo Exp. Co., 26½; Merchants' Union Exp., 22; U. S. Exp., 41; American Exp., 41; Western Union Telegraph, 84½; do., 7s, 90; Brunswick City Land Co., 7½; Boston Water Power Co., 15½; Bank of Commerce, 121; Park Bank, 145; Continental Bank, 102½; Fourth National Bank, 104½; Central National Bank, 108; Bankers' and Brokers' Ass., 106; Am. Ex. Bank, 120; Tenth National Bank, 100½; Bank of Commonwealth, 116; Merchants Bank, 122; Manuf. and Merchants Bank, 100½; Phoenix Bank, 106; Mechanics Bank, 129; Metropolitan Bank, 138½; Ninth National Bank, 109½; N. Y. County Bank, 165; Buchanan Farm Oil, 0.48; Consol. Gregory Gold, 4.00; La Crosse Gold, 0.30; Montana Gold, 0.53; New York Gold, 0.90; Nye Gold, 1.00; Owyhee Mining, 18.00; Quartz Hill Gold, 0.85; Smith and Parmelee, 4.10; United States petroleum, 2.55.

**Philadelphia.**—West Jersey R. R. 6s, 92¼; Belvidere Delaware 3d mort., 80; Elmira and Williamsport 5s, 62; West Phila. R. R., 65; Delaware Division Canal, 49½; Phila. Wil. and Balt. R. R., 55½; Phila. and Trenton R. R., 128; Allegheny County 5s, 74; New Jersey 6s, 103½; Ocean Oil, 1; Big Mt. Coal, 5¾; N. Y. and Middle Coal Fields, 3¾; St. Nicholas Coal, ½; New Creek ¼; Fulton Coal, 5¾; Girard Bank, 61; Mechanics' Bank, 31½; Seventh National Bank, 103; Bank of Northern Liberty, 115; Central National Bank, 121; Farmers' and Mechanics' Bank, 128½. The latest quotations are: City 6s, 100½@101; do., free of tax, 103½@103¼; State 6s, reg., 100@100; do., coupon, 98@98; do., 6s, W. L., 102½@103; do., 1st series, 103¼@104½; do., 2d series, 106½@107; do., 3d series, 108@109; Reading, 46 246½; do., 6s, 1870, 105@106; do., bonds, 91½@92; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 96½@97; do., 1883, 58@89; Penn. R. R., 53¾@53½; do., 1st mort., 99@100; do., 2d mort., 98@99; Little Schuylkill R. R., 44@45; Morris Canal, 38@50; do., pref., 70@70½; do., bonds, 90@90; Wyoming Valley Canal, 32@35; do., 6s, 80@81; Susquehanna Canal, 14@15; do., 6s, 58@59½; Sch. Nav., 10@11; do., pref., 19@20; do., 6s, 1882, 69½@70; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@31; do., pref., 41@45; do., 7s, 1873, 93@94; do., 5s, 61@63; Lehigh Coal and Navigation, 21½@21½; do., R. R., Loan, 84½@84¾; do., Gold Loan, 87½@87¾; North Pennsylvania, 34½@—; do., 6s, 90@90; Philadelphia and Erie, 25½@26; do., 6s, 91@91½; Minehill, 57@57½; Catawissa, 9@10½; do., pref., 33½@33½; Lehigh Valley, 54¾@55½; do., bonds, 95@96; Fifth and Sixth streets, (horse), 36@36; Second and Third, 51@52; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 48@49; Thirteenth and Fifteenth, 15@15½; Girard College, 25½@26½; Tenth and Eleventh, 71½@72; Union, 42@—; Hestonville, 9½@10¼.

**Boston.**—Boston, Hartford and Erie 7s, 1900, 61½; Vermont Central 1st mort. consolidated, 80½; do., 2d mort., 40; Eastern R. R. 6s, 1874, 97¼; Central Pacific R. R. 7s, 109½; do., 6s, 101; Cedar Rapids and Missouri River R. R. 7s, 1916, guar., 92¾; Burlington and Missouri River R. R. 7s, 1893, 92¾; do., 8s, 1878, 109¼; Kalamazoo and Grand Rapids 8s, 95; Cheshire R. R.

6s, 1880, 96; Rutland and Burlington 1st mort., 155½; Salem and Lowell 6s, 1878, 89½; Northern (Ogdensburg) 2d mort., 69; Old Colony and Newport 6s, 97; Ogdensburg and Lake Champlain pref., 105; Summit Branch R. R., 25; Boston Water Power Co., 15½; Cary Imp., 10¾; Short Mt. Coal, 14½; Ophir (N. S.) gold, 1; Maine 6s, 1871, 100¼; New Hampshire 6s, 1873, 100½; Connecticut 6s, 1884, 100½; Massachusetts 6s, 1883, gold, 112½; St. Louis City 6s, 1888, 86½; Portland 6s, 1871, 97; do., R. R. Loan, 94½; Cincinnati 7-30s, 1878, 103½; St. Louis County 6s, 1878@1880, 84¾; Chicago 6s, 1882, W. L., 86½; do., 7s, 1880, sewerage, 99¼; Salem 6s, 1883, W. L., 100¼; Cook Co., Ills. 7s, 96; Bath 6s, 1870, 97½; do., 1891, 92¾; Fall River 5s, 1878, 86½; Bunker Hill National Bank, 124¾; Elliot National Bank, 114; Everett National Bank, 110; Hide and Leather National Bank, 98½; Howard National Bank, 114; Hamilton National Bank, 128; Merchants' National Bank, 126¾; North National Bank, 120½; National Bank of Commerce, 125¾; National Bank of Redemption, 124; National Bank of North America, 109½; Reverse National Bank, 140; State National Bank, 108½; Traders' National Bank, 103½; Tremont National Bank, 125½; Webster National Bank, 116¾; Allouez Mining Co., 3¾; Hancock, 4¼.

**Baltimore.**—Virginia 6s, 1866, reg., 50; do., 1867, 48; do., old, 48; St. Louis 7s, W. L., 103; George's Creek, 52½; Mechanics' Bank, 11¼; Bank of Baltimore, 118; Bank of Commerce, 26½; National Exchange Bank, 101; Marine Bank, 35; Third National Bank, 106½. The latest quotations are: Balt. and Ohio, 123½@124; do., 6s, 1875, 97@—; do., 1880, 98½@—; do., 1885, 99@—; Northern Central, 47@47; do., bonds, 1885, 85@85; do., 1900, 84@85; Parkersburg Branch, 25@27; N. W. Va., 1st mort., 96½@—; do., 2d mort., 91½@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92¼@92½; do., 2d mort., 76¾@77; Central Ohio, 35@36; do., 1st mort., 84@—; Western Md. 6s, 1890, 83@83; do., guar., 92@94; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98@98½; do., 1886, 97@97; do., 1890, 97½@97¼; do., 1893, 93@97; do., 5s, 1888-70, 80@—; City Passenger R. R., 18@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

#### Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,

Treasurer.

#### Michigan Air Line Railway.

This company is formed by the consolidation of the Grand Trunk Railway Company of Indiana and the Grand Trunk Railway Company of Michigan, each share of the Michigan company to count for one, and each share of the Indiana Company for two in the new association. The road is to be constructed from Port Huron, Mich., to Chicago, 283 miles.

#### Louisville, Harrodsburg & Virginia R. R.

An adjourned meeting of the commissioners called in the charter of this road was held in Louisville on the 1st inst. The object of the meeting was to hear the report of the engineer, who has just completed an exploration of the proposed route from that city to Cumberland Gap, and hear an interchange of views in regard to the enterprise. The report of the engineer, Mr. H. M. Patton, was submitted and read by the secretary. On motion, an executive committee was appointed, consisting of several gentlemen from the city of Louisville, and the counties of Jefferson, Spencer, Nelson, Washington, Anderson and Mercer, with instructions to order a reconnaissance of railroad routes from Lancaster to Pound Gap and other gaps in the direction of Abingdon and Wytheville, Va., with a view of ascertaining the relative advantage of the proposed connection with Virginia roads. It was also ordered that the Executive Committee immediately proceed to have books opened to take subscription of stock, and lay the matter before the Levy Courts of the counties.

#### Albany and Susquehanna Railroad.

The following gentlemen have been elected directors of the Albany and Susquehanna Railroad Company for the ensuing year: Joseph H. Ramsey, Jeremiah J. Austin, Jacob Leonard, Wm. A. Rice, of Albany; Charles Coulter, of Cobleskill; John Westover, of Richmondville; John Cook, of Worcester; Azro Chase, of Chaseville; David Wilber, of Milford; Eliakim R. Ford, of Oneonta; Samuel North, of Unadilla; Ira E. Sherman, of Sydney Plains, and Alonzo Everts, of Binghamton. President, Joseph H. Ramsey; Vice President, Jonathan H. Herriek; Secretary and Treasurer, Wm. L. M. Phelps.

#### Wilmington and Reading Railroad.

This road, which is to connect with the Philadelphia and Reading Railroad at Birdsboro', nine miles south of Reading, is progressing rapidly, the grading of the entire line being nearly completed. The distance is about 60 miles. The road will, for the present, terminate at West street, Wilmington, but it is designed to extend it to the mouth of the Christiana river, where extensive piers are to be erected.

The Pottsville Standard says a heavy force has been put to work on the Hazleton Railroad between Sunbury and Hazleton, and the construction is progressing in the most satisfactory manner. It is proposed to have the grading finished by the first of January. By next spring it is probable that cars will be running over the entire length of the road.

A meeting of the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company will be held in Cleveland, Ohio, on the 9th inst., to take into consideration and determine as to the propriety of this company's aiding in the construction of a railroad from Indianapolis, Ind., to some point on the St. Louis, Alton and Terre Haute Railroad, in the State of Illinois.

The Boston Journal says that every mile of the Boston, Hartford and Erie Railroad, from Boston to Fishkill, is now under contract, and it is confidently asserted that the western end will be completed before the close of 1869.

## Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Aug., inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867..	83,100	498,000	8,838,800	62,100
1868..	150,600	5,156,000	10,744,900	326,900

Inc.. 67,500 4,658,000 1,906,100 264,900

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 999,100 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Aug., in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls. ....	136,200	83,100	150,600
Wheat, bushels..	1,763,600	498,000	5,156,000
Corn, bushels...	14,939,900	8,838,800	10,744,900
Barley, bushels.	142,300	62,000	326,900
Oats, bushels...	3,686,500	1,933,100	4,719,900
Rye, bushels....	616,500	156,000	161,600
Malt, bushels...	224,800	177,900	310,000

The Reading Eagle says the work on the Port Clinton and Topton Railroad is progressing. The section along the Blue Mountain is nearly finished, and the next is under way. The greater part of this road has been already graded from its eastern terminus, leaving the heaviest sections yet to be graded, which are at its western end, one of which includes a tunnel of about half a mile.

The Commissioner of Patents has granted an extension of seven years to each of the following patents: Haywood's India rubber patent, Tuck's rubber packing for steam engines, and Halliday's improved governor for regulating the motion of windmills.

Seven miles of the Chartiers Valley Railroad, commencing at Mansfield, have been surveyed, and are now ready to be put under contract. The road is expected to be in operation from Pittsburg by the middle of next Summer.

The directors of the Virginia Central Railroad Company have contracted with Mr. Edward McMahon, and others, for the extension of the road from Covington to the Springs, by the 1st of May, 1869.

The Paterson and Newark Railroad is pushed forward as rapidly as the peculiar difficulties in the way of grading will permit, and the contractors are making every effort to have it completed by January 1, 1869.

The double track on the Boston and Albany Railroad has been completed, the last rail being laid between Chester and Middlefield, on the 27th of August.

The track of the Alexandria, Loudoun and Hampshire Railroad is now laid some distance beyond Leesburg, Va. It will reach Bowler Crossing, it is thought, about the first of October.

It is expected that the trains on the European and North American Railway will be running to Lincoln by January next.

The first meeting of the corporators of the New Hampshire Central Railroad will be held at Ntre Harbor on the 8th of September.

## The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 841.

The Bessemer patents in England are some twenty in number, and embrace not only the process, but the essential machinery, and many collateral subjects and defensive claims. In European countries the more important features have been secured by letters patent. Complete protection has been obtained in the United States, not only for all the essential parts of the Bessemer plant and process, in ten separate patents, but of the Kelley and Mushet inventions, and of various improvements by Holley and others. All these patents have been combined by purchase and compromise, and are held by Messrs. Winslow, Griswold, and Morrell, trustees for the parties interested. Under them, licenses have been granted to the various establishments to be hereinafter described, viz:

The Bessemer Steel Works, Troy, New York; Messrs. John A. Griswold & Co. Z. S. Durfee, Manager.

The Pennsylvania Steel Works, Harrisburg, Penn.: S. M. Felton, President. A. L. Holley, Chief Engineer.

The Freedom Iron and Steel Works, Lewistown, Penn.; John A. Wright, President, R. H. Lee, Superintendent.

The Cleveland Rolling Mill Company, Cleveland, Ohio; A. B. Stone, President. John C. Thompson, Superintendent.

The Wyandotte Steel Works, Wyandotte, Michigan; E. B. Ward, President.

The National Iron Armor Company, Chester, Penn.; William B. Reaney, President.

The Cambria Iron Works, Johnstown, Penn.; Charles S. Wood, President. George Fritz, Chief Engineer.

The foreign Bessemer works are as follows: In Great Britain, Henry Bessemer & Co., Sheffield; John Brown & Co., Sheffield; Charles Cammell & Co., Sheffield and Penistone; Weardale Iron Co., Tow Law, Durham; Thompson & Armstrong, Normanton; J. M. Rowan, Glasgow; Samuel Fox & Co., Deepcar; Lloyds Forster & Co., Wednesbury; Bolton Steel Works, Bolton le Moors; London and North Western Railway Works, Crewe; Lancashire Steel Company, Gorton; Mersey Steel and Iron Works, Liverpool; Manchester Steel and Railway Plant Company, Ashbury; Barrow Hematite Steel Company, Barrow; Guest & Co., Dowlais; Ebbw Vale Co., Ebbw Vale; Bessemer & Sons, Greenwich. In France there are five works; in Belgium one; in Prussia seven, including the celebrated establishments of Krupp and of the Bochum Co.; in Austria ten; in Sweden twelve; in Russia one; in India one. The whole number of converters in use is from one hundred and thirty to one hundred and fifty of various sizes, from one ton to ten tons, and the total annual capacity of them all is not less than half a million of tons.

## THE TROY WORKS—HISTORY AND ORGANIZATION.

The Bessemer patents were purchased in England for Messrs. Winslow & Griswold, by Mr. A. L. Holley, and the Mushet patents for other parties (now represented by the Trustees), by Mr. Z. S. Durfee, at about the same time. Mr. Holley built the experimental works at Troy, started them in February, 1865, and completed the new works, or "five-ton plant," early in 1867, Mr. John C. Thompson then being superintendent of manufacture. Mr. Holley then took charge of the Pennsylvania Steel Works, and Mr. Thompson soon after, of the Cleveland works. Mr. Durfee having previously built experimental works at Wyandotte (afterward run with success by Mr. R. W. Hunt, now of the Cambria works), then took the management of the Troy works, built the forge and introduced various improvements to be farther referred to.

## SITUATION.

The location of the Troy works upon tidewater and the Erie and Champlain canals, and, therefore, accessible to coal and the general market by of the cheapest transportation, in the centre of a remarkable and varied iron supply, from the Hudson and Housatonic valleys, from Vermont and Lake Champlain, from the promising Adirondack region, and from the markets of the South and West; this general location is not more eligible than the immediate site of the works controlled by Mr. Griswold. The Bessemer Works are situated on a level plot, some fifteen acres in extent, with a rock bottom for foundations, well above high water, and bounded on one side by one thousand feet of tide-water, and on the other by the same length of Hudson River Railway. The more remarkable feature of such a site, is a constant water-power of one hundred horse, with thirty-four feet fall, supplied by an underground, four and a half feet trunk, from a line of ponds and reservoirs extending for miles above, and conducted from the wheel-pit to the river by a covered brick race-way.

## BUILDINGS.

The Bessemer building is of brick, one hundred and seventy-eight feet long by sixty-five feet wide, and twenty-two and a half feet high in the clear. A pair of five-ton converters and their appurtenances occupy one hundred and ten feet of its length. The remainder contains the experimental two-ton converter and its apparatus, and is of sufficient size for a pair of two and a half or three ton converters, soon to be erected. The cupola building, joined to the East or railroad side of the Bessemer building, is a brick structure forty-four by twenty-four feet, and thirty feet high in the clear. At one end of the Bessemer building, and forming a continuation of it, is a wooden building one hundred and sixty feet long by seventy-five feet wide, and twenty-two and a half feet high, designed for hammers and other machinery for working up ingots. The converting building and forge are roofed with slate, and mounted by a continuous lantern three hundred and thirty-eight feet long and twenty-one feet wide. At the other end of the converting building is a four story brick structure sixty-five by thirty-six feet, and thirty-nine feet high from the ground in the clear, covered with a hipped slate roof and a lantern twelve and a half by forty-one feet. The basement contains a fifty horse Collins turbine, employed to drive the machinery and blowers above; also, a machine for grinding stone for converter linings (a nine foot pan and two six feet rolls), and a seventy pound tilt hammer for testing ingots. The second or ground floor is a machine shop fitted with the necessary lathes, planers and tools for the maintenance of the works. The third and fourth floors are for the storage of tuyeres and the miscellaneous materials employed in the manufacture. A power lift operates from cellar to attic. A No. 6 Root pressure blower and a five foot Dimpfel fan and their driving machinery for supplying blast to the cupolas and furnaces, and a No. 2 Bogardus mill for grinding the finer fire materials, are placed upon the third floor.

The above described buildings form a continuous structure of eighty-nine feet maximum width, and four hundred and seventy-four feet length. Upon the West, or river side of these buildings (a sixty feet street lying between), stands a wooden building sixty by sixty-five feet, and sixteen feet high in the clear, with a high attic for storage, and a continuous lantern above. Here are the boilers and the blowing and hydraulic engines. These buildings, with the offices, store bins, and railways, form a complete establishment, capable at present of producing forty tons of ingots per day, or sixty to seventy tons per day of ingots, and a considerable amount of forgings and finished work, when the two ton experimental converter is replaced by a larger plant and the forge is fully occupied.

## MACHINERY.

The blowing engine consists of two forty-eight



inch air cylinders, four feet stroke, lying at the two ends of a heavy bed plate, forty-three feet long, five and three-quarter feet wide, and one and three-quarter feet high, and connected to a common crank upon one end of the steam engine shaft. The steam cylinder lies by the side of one of the air cylinders, upon a framing of its own, and is thirty inches in diameter. Its piston, of four feet stroke, is connected to a crank on the other end of the main shaft. The air cylinders being connected to one crank, operate like a single cylinder, and cause a pulsation in the blast, which is in other engines avoided by cranks at right angles. But the large air receiver, eight feet in diameter by eighteen feet high, so equalizes these pulsations that the pressure gauge shows less than a pound variation, and does not at all embarrass the indications at the converter mouth by which the decarburization is determined. The tendency to irregular motion, due to a single steam cylinder, is also corrected by a fly-wheel of twenty-one feet diameter and twenty and a half tons weight. These are valuable results, as they will lead to economy in construction. The steam engine was constructed upon the plans of Mr. Geo. H. Reynolds, and embraces some novel features, among others, a framing peculiarly strong in the line of strain, and a condenser and air pump below the cylinder, formed between the frames; the air pump is double acting, and is driven by an arm from the cross-head. The injection water comes from the reservoirs before referred to. The valve motion is the long slide, with fixed independent slide cut-off. The boilers, four in number, are fifteen feet long by five feet in diameter, having forty-two four and a half inch return flues, five by five and a half feet grate, and three by four feet domes, and form a battery, inclosed in brick, with cast iron fire fronts of novel and good construction. The smoke stack is of sheet iron. The blowing machinery was constructed at the Delamater Iron Works in New York.

The pumping engines for working the cranes and hydraulic machinery in the Bessemer Building is a Worthington "Duplex" with fifteen inch stroke, two twenty inch steam cylinders, and two seven and a quarter inch water cylinders, working at three hundred and fifty pounds pressure per square inch. The feed pump for the boilers is also a Duplex. This is probably the most trustworthy and economical class of hydraulic machinery known.

#### THE EXPERIMENTAL BESSEMER PLANT

has been variously changed, and has developed a vast amount of useful knowledge concerning irons, materials, and processes, besides producing some thousands of tons of marketable steel. It consists of a two ton vessel, or converter, five feet in diameter, rotated by hand-gearing, and supplied with melted iron by a No. 2 Mackenzie cupola, having a moveable bottom, and thus being the equivalent cupolas. The main crane is worked either by hand or by a hydraulic cylinder attached to the crane chain, and lifts the ladle crane as well as the ingots and moulds. The recarburizing material is melted in crucibles instead of air furnaces. This change, developed by Mr. Durfee, promotes the uniformity of the product, and does not greatly, if at all, increase its cost.

The "five-ton plant" consists, firstly, of two cast-iron converters, fourteen and a half feet high by eight feet ten inches diameter, standing side by side. In their rear is the wall of the converting house, pierced with arches leading to the melting house, and supported by heavy buttresses, upon which stand the hoods and chimneys to conduct the flame from the converters. In their front is a circular casting pit, thirty-four feet in diameter and thirty inches deep (having deeper covered pits for large ingots,) with a ladle crane in the centre and three ingot cranes at its sides, upon the general level. The ladle crane, of fifteen tons capacity, is a hollow cast-iron post or ram, standing in a fifteen-inch cylinder (six feet stroke,) and reaching to a support in the roof. It carries a fifteen and a half feet jib, consisting of two

wrought-iron arms held up by diagonal tie rods, and forming a railway upon which the carriages supporting the ladle are moved, radially by a rack and pinion. The ladle is removable by one of the ingot cranes (for repairs of lining after each heat,) and is about four feet high and of this same diameter for a five-ton charge, or double the size when it is to receive the product of both converters. It is mounted on trunnions, and rotated by a worm attached to the carriage. It is lined with loam, dried in an oven standing in one corner of the building, and heated by being turned over a small furnace in the pit. The steel is let out of a hole in the bottom of the ladle, into the ingot moulds, by means of a fire-clay nozzle, two inches in diameter, and a fire-clay stopper, operated by a slide and lever fastened to the outside of the ladle. The ladle crane is rotated by hand gearing, and is moved very easily, as it rests upon frictionless water.

The two side ingot cranes are constructed like the ladle crane, except that they have a single carriage on the horizontal jib, with a chain depending. The ram is of twelve inches diameter, the stroke nine feet, the length of jib twenty-two feet, and the capacity eight tons. These cranes swing over the respective converters and over one-third of the pit each, and over a considerable floor space, and are chiefly used for lifting ingots and moulds. The central ingot crane has an eighteen feet jib, a nine-inch ram, and lifts three tons.

All the cranes are operated from a raised platform or "pulpit," by means of geared hand-wheels, opening brass three-way and four-way cocks, like gas cocks, only seven inches in diameter, and thus admitting or exhausting water at the three hundred and fifty pounds pressure of the pumping engine before mentioned. From the same "pulpit" are operated the valves of two hydraulic lifts of twelve inches diameter, fifteen inches stroke, and eight tons capacity, standing under the converters for taking them apart, and also the two eight-inch screw valves for admitting air to the converters, and also the valves of the seventeen inch (six feet stroke) hydraulic cylinders for revolving the converters on their trunnions by means of racks, and pinions of three feet diameter, twelve inch face and five and one eighth inches pitch. The air and water are conveyed from their respective engines to the regulator under the "pulpit," and from the regulator to the cranes, etc., by underground pipes. A boy working the regulator handles can thus not only perform the work of some fifty men, but he can do it with perfect precision and promptness. In fact, men enough could not be got into position to do the work or stand the heat. The hydraulic cylinders are arranged to be "blown out" in freezing weather, by admitting air instead of water.

A railway, with sidings in the building and yard, joins the Hudson river railroad track.

The meeting house contains a No. 6 Mackenzie cupola with three revolving bottoms, and is the equivalent of three cupolas. An eight ton crane built like the ingot cranes, but having eleven and a half feet lift, raises a platform with barrows of iron and coal from the ground level (which on this side of the works is four and a half feet higher than the converting floor) to the level of the cupola and air furnace charging floor. The melted iron is tapped out into one of two ladles standing on eight ton scales. When a ladle is filled, it is weighed, so that the exact per centage of the recarburizer may be ascertained, and then raised by the same crane that lifts the materials to the cupola. The ladle hanging by its trunnions in a frame is then turned over by a worm attached to the frame and emptied into a spout that conducts the melted iron to the mouth of the converter. The air furnaces for melting the recarburizer are placed over the oven, at one end of the converting building, in a line with the converters, and at the level of the cupola charging floor. The recarburizer (melted manganesian pig iron) is tapped into a ladle which runs upon an overhead railway from the furnace to the converters.

"A Blow."—However interesting the foregoing-

facts may be to steel makers, or however dull to general readers, a "blow"—the thing itself—is remarkable alike to the scientific and the unprofessional observer, especially at night when the splendor of this intense and concentrated combustion is not rivalled by sunshine, and when the imagination invests each ponderous machine with mysterious life and awful energy. The cavernous room is dark, the air sulphurous, the sounds of suppressed power melancholy and deep; half revealed monsters with piercing eyes crouch in the corners, spectral shapes ever flit about the walls, and lurid beams of light anon flash in your face as some remorseless beast opens its red-hot jaws for its iron ration. Then the melter thrusts a spear between the joints of its armor, and a glistening yellow stream spirts out for a moment, and then all is dark once more. Again and again he stabs it till six tons of its hot and smoking blood fill a great cauldron to the brim. Then the foreman shouts to a thirty foot giant in the corner who straightway stretches out his iron arm and gently lifts the cauldron away up into the air and turns out the yellow blood in a hissing, sparkling stream which dives into the white hot jaws of another monster—a monster as big as an elephant with a head like a frog and scally hide. The foreman shouts again, at which up rises the monster on its haunches, growling and snorting sparks and flame.

What a conflict of the elements is going on in that vast laboratory. A million balls of melted iron, tearing away from the liquid mass, surging from side to side, and plunging down again only to be blown out more hot and angry than before—column upon column of air, squeezed solid like rods of glass by the power of five hundred horses, piercing and shattering the iron at every point, chasing it up and down, robbing it of its treasures only to be itself decomposed and hurled out into night in roaring blaze.

As the combustion progresses, the surging mass within the converter grows hotter, throwing out splashes of liquid slag—and the discharge from its mouth changes from sparks and streaks of red and yellow gas, to thick, full, white, howling, dazzling flame. But such battles cannot last long. In a quarter of an hour the iron is stripped of every combustible alloy, and hangs out the white flag. The converter is then turned upon its side, the blast shut off, and the recarburizer run in. Then for a moment the war of the elements rages again; the mass boils and flames with higher intensity, and with a rapidity of chemical reaction, sometimes throwing it violently out of the converter mouth; then all is quiet, and the product is steel—liquid, milky steel, that pours out into the ladle from under its roof of slag, smooth, shining, and almost transparent.

To be continued.

#### White Mountain Railroad.

At a special meeting of the stockholders of the Boston, Concord and Montreal Railroad, held in Concord, N. H., on the 31st ult., it was voted nearly unanimously to ratify the contract made by the Directors for extending the White Mountain Railroad from Littleton toward the Grand Trunk Railroad at Northumberland. The stockholders of the White Mountain Railroad also held a special meeting, and ratified the action of their Directors for the same object.

The Menomonee (Wis.) Herald says there is a fair prospect of the extension of the Chicago and Northwestern Railroad, from Fort Howard to Menomonee River, and that the people there are ready to subscribe to the stock.

Parties representing the Virginia and Tennessee, Southside and Petersburg and Norfolk railroads have recently had a conference at Yellow Sulphur, and virtually agreed to a consolidation of the three lines.



**Railroad from Tremont to the Lehigh Valley Railroad.**

The surveys of the new line of railway from Tremont to the Lehigh Valley, have been completed so far as to enable the engineers to proceed with the location of the road, which will commence next week, and it is expected that grading will be commenced on the heavier parts of the work in October. Great care has been taken to avoid heavy grades and short curves, and we are informed that the maximum grade running east will not exceed twenty feet to the mile, and the grade running west will not exceed fifty feet to the mile. As the heavy freights will be all eastward, the road will thus possess all the advantages practically of a twenty feet grade. Starting from Tremont, the principal points intersected in Schuylkill will be New Mines, Forestville, Wolf Creek, Mount Loffee, Wadesville, St. Clair (crossing near Johns' breaker,) Windy Harbor, Silver Creek, Kaskawilliam, Tuscarora and Tamaqua (passing between Tamaqua and the old Donaldson shaft,) and thence to intersect the Lehigh Valley road at a point near Leighton. The length of the road will be 36 or 37 miles, and it is proposed to construct and equip it as a first class coal road. In the surveys, special attention has been given to securing such a level as will best accommodate the present and prospective coal developments of the region lying south of the Mine Hill Mountain. This has been secured to such an extent, we are informed, as will enable every operation in what is known as the Southern coal basin to connect at an easy grade; while the route is such that nearly all the larger operations are either immediately on the line of the road, or within a convenient distance, thus avoiding the expense of long lines of laterals. The managers of this road have done but little talking, but have been pushing the work along as rapidly as the care with which they desire it to be done will admit of. In fact, so little have they made public of their intention that it has only been through the courtesy of a friend (who by the way is accurately posted,) that we have been enabled to get hold of sufficient material for a newspaper paragraph. Of one thing, however, we are fully assured—the road will be built, and will be operated independently of and in competition with all other lines that reach the same territory.—*Pottsville Standard.*

**Connecticut Western Railroad.**

Although little has been said about this new railway, whose termini will be Fishkill, N. Y., and this city, probably, the project has been pushed steadily along, and there is now fair prospect of an early commencement of the work. In accordance with the provision of the road's charter, the town of Winchester, Ct., has subscribed \$116,000 in the stock, and this amount will be increased by private subscription to \$200,000. The money to construct the road, from the State line to the point of connection with the Dutchess and Columbia road, in New York, has already been pledged, and the town of Salisbury will raise enough to build it from the State line east to Norfolk, 14 miles. President W. H. Barnum is working energetically, and says that the portion of the road from Winsted west can be put under contract by the first of October. The surveys have not yet been completed and the line of the road definitely fixed, but that the eastern terminus will be this city or Hartford is certain.—*Springfield Republican.*

The Boston *Advertiser* says that this proposed route of the Connecticut Western Railroad will extend from Hartford to Millerton, N. Y., on the Harlem road, and will pass through Farmington, the edge of Canton, Winchester, New Hartford, North Canaan, Norfolk and Salisbury.

The Utica, Chenango and Susquehanna Valley Railroad was completed and opened to Sherburne, in Chenango Co., a distance of 43 miles from Utica, on the 19th ult.

**Portland and Ogdensburg Railroad.**

The enabling act of the Vermont Legislature, requires that the towns in that State, proposing to aid the Portland and Ogdensburg Railroad, shall obtain a majority of the legal voters, a majority of the tax payers, and a majority of the taxable property represented by the entire ownership, male and female. This triple majority has, however, been secured in nearly every town in the State through which the road will pass if constructed.

The proposed Somerset Railroad, from West Waterville to Caratunk Falls, on the Kennebec, in Maine, will cost \$600,000—\$450,000 of which are subscribed by the towns on the route. The Maine Central Railroad Company have agreed to lease the road, when completed, for fifty years, and pay six per cent. interest on its cost, not to exceed \$20,000 per mile.

At a meeting of the Mononahela Valley Railroad Company at West Brownsville on the 29th ult., it was announced that \$81,000 had been subscribed leaving \$23,000 yet to secure the charter, which was guaranteed by one person before the next meeting. The meeting adjourned to meet in Birmingham, September 11th.

At a recent meeting of the directors of the Erie and Genesee Valley Railroad Company, it was decided to build the road from Mt. Morris to Dansville. Measures will at once be adopted to secure the aid of the several towns through which the road will be laid.

The Little Rock (Ark.) *Gazette* says a company has recently been organized under the provisions of the general railroad law, passed at the last session of the general assembly, for the purpose of constructing a railroad on the most feasible route to be found on the south side of the Arkansas river between Little Rock and Fort Smith.

The contracts for the grading of the Knox and Lincoln Railroad have been made, and the work is to be finished by the middle of June, 1870.

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Also, separate proposals for the graduation, masonry, bridge work and ballasting of the same.

The line of said railway extends from West Waterville, Maine, to Caratunk Falls in Solon, about 34 miles. Work to be commenced immediately.

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JOHN AYER, for the Directors.  
West Waterville, Me., Aug. 31,

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JOHN J. CISCO, Treasurer, New York.  
Sept. 1, 1868.



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